SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM)

78

TIME TABLE

FOR THE

PORTLAND DIVISION

To Take Effect Sunday, March 29th, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

W. R. SCOTT,
Vice President and General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

D. W. CAMPBELL,
Assistant General Manager.

ASHLAND SUBDIVISION

Eastward **FROM SAN FRANCISCO**

TOWARD SAN FRANCISCO Westward

Time Table No. 78
March 29, 1914

Capacity of Sidings in cars and location of scales, water, fuel and turning stations	Second Class			First Class						DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE			STATIONS		DISTANCE FROM ROSEBURG	Minimum running time between stations for freight trains—minutes.	First Class						Second Class		
	222 Portland Fast Freight	228 Way Freight	226 Way Freight	16 Oregon Express	46 Ashland Motor	44 Ashland Motor	14 Portland Express	42 Glendale Passenger	12 Shasta Limited								11 Shasta Limited	43 Ashland Motor	13 San Fran. Express	45 Ashland Motor	15 California Express	41 Glendale Passenger	227 Way Freight	225 Way Freight	221 Portland Fast Freight
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily.	Daily	Daily	Daily	Daily	Daily
WFOT	PM L 9.20	PM L 12.01		PM L **4.50**	PM L 3.40	AM L 9.40	AM L 8.00		AM L 2.20	429.1		DNR	**ASHLAND**		143.5		AM A 5.55	AM A s 9.30	AM A s11.35	PM A s 3.20	PM A s **4.50**		AM A 10.45		AM A 4.00
					s 3.50	s 9.50							**ASHLAND** (City Station)	5.5	143.5			s 9.20		s 3.10					
49	9.35	12.19		s 5.02	s 4.06	s**10.05**	s 8.12		2.31	434.6			TALENT	2.4	138.0		5.39	s 8.58	11.12	s 2.50	s 4.25		**10.05**		3.15
25	9.42	12.26		s 5.07	s **4.14**	s10.12	s 8.17		2.35	437.0			PHOENIX	1.4	135.6		5.33	s 8.50	11.04	s 2.41	s **4.14**		9.30		3.00
6										438.4			GAS WORKS	0.4	134.2										
8					f 4.19	f10.15				438.8			VOORHIES	3.0	133.8			f 8.45		f 2.35					
49 W	9.57	1.20		s 5.20	s 4.27	s10.22	s **8.27**		**2.44**	441.8		DN	**MEDFORD**	1.1	130.8		5.22	s **8.35**	s10.52	s 2.24	s 4.00		**8.35**		**2.44**
26							**8.30**			442.9			**CRATER LAKE JCT.**	2.8	129.7			**8.30**	10.40	2.17	3.47				
111	10.07	1.40		s 5.30	s 4.38	s**10.35**	s 8.35		2.50	445.7		D	CENTRAL POINT	4.5	126.9		5.14	s 8.22	s**10.35**	s 2.12	s 3.42		8.00		1.50
30	10.17	**2.00**		f 5.39	s 4.48	s10.45	f 8.43		2.57	450.2	AUTO. BLOCK		TOLO	1.2	122.4		5.06	s 8.11	10.27	s **2.00**	f 3.32		7.45		1.30
					f 4.52	f10.49				451.4			RAY GOLD (No Siding)	5.8	121.2			f 8.07		f 1.57					
45	10.40	2.25		s 5.56	s 5.07	s11.04	s 9.00		3.10	457.2		D	GOLD HILL	2.2	115.4		4.52	s 7.53	f10.10	s 1.42	s 3.15		7.20		1.00
					f 5.12	f11.09				459.4			ROCK POINT (No siding)	5.0	113.2			f 7.47		f 1.36					
48 P	11.05	**2.59**		s 6.11	s 5.25	s11.22	s 9.15		3.22	464.9			ROGUE RIVER	9.0	107.7		4.39	s 7.32	9.56	s 1.22	s **2.59**		6.55		12.30
61 WT	**11.50**	3.45 PM A	AM L 6.00	s 6.30	s 5.50 PM A	s11.45 AM A	s **9.38**		3.43	473.9		DNR	**GRANTS PASS**	2.0	98.7		4.24	7.10 AM L	s **9.38**	1.00 PM L	s 2.40		6.30 AM L	PM A 4.40	AM **11.50**
20	AM 12.10		6.10							475.9			GRANITE (Spur)	2.3	96.7	6								4.20	10.40
30	12.24		6.20	6.45			9.53		**4.05**	478.2			DIMMICK	4.3	94.4	7	**4.05**		9.23		2.24			4.10	10.30
43	12.45		6.40	s 6.57			s10.04		4.15	482.5		D	MERLIN	3.5	90.1	13	3.55		s 9.11		s 2.12			3.50	9.55
6							f			486.0			THREE PINES (Spur)	1.4	86.6	10					f 2.04				
49	1.05		7.00	f 7.11			f10.16		4.26	487.4	AUTOMATIC BLOCK SIGNALS		HUGO	6.4	85.2	4	3.45		f 9.01		f 2.01			3.25	9.20
39	1.35		7.35	s 7.32			s10.36		4.42	494.1		DN	LELAND	4.5	78.5	20	3.26		f 8.41		s 1.39			2.45	8.30
49	1.50		7.50	7.43			10.46		4.51	498.6			POLLARD	3.4	74.0	12	3.18		8.31		1.28			2.15	8.08
41	2.10		**8.24**	s **7.51**			s10.53		4.57	502.0		D	WOLF CREEK	5.9	70.6	10	3.12		f **8.24**		s 1.20			2.00	**7.51**
36 WTF	**2.54**		8.50	s 8.12			s11.13	AM L 8.30	5.15	507.9		DNR	**GLENDALE**	1.8	64.7	18	**2.54**		s 8.05		s **1.00**	PM A s 9.15		**1.00**	7.25
7								f		509.7			LYSTUL	2.3	62.9	12						f			
37	3.32		9.05	f 8.23			f11.24	f 8.38	5.23	512.0			REUBEN	4.5	60.6		2.41		7.51		f12.48	f 8.53		12.01 PM	7.05
37 P	3.47		9.25	f **8.37**			f**11.38**	f 8.52	5.36	516.5			BRANDT	4.7	56.1	15	2.28		7.38		f12.34	f **8.37**		**11.38**	6.50
21 WTP	4.09		9.45	s 8.51			s11.52	s 9.06	5.49	521.2		DN	WEST FORK	4.4	51.4	15	2.15		s 7.24		s12.20	s 8.20		11.10	6.30
43	4.24		10.00	9.04			PM **12.06**	9.19	6.01	525.6			COW CREEK	5.8	47.0		2.02		7.09		**12.06** PM	8.05		10.50	6.10
50 P	4.49		**10.30**	f 9.21			f12.23	f 9.36	6.15	531.4			NICHOLS	3.8	41.2		1.47		6.53		f11.46	f 7.50		**10.30**	5.50
6				f				f		535.2			DOE CREEK (Spur)	5.1	37.4						f	f			
36	5.21		**11.20**	f 9.44			f12.46	f**10.00**	**6.35**	540.3			CORNUTT	3.9	32.3		1.29		**6.35**		f**11.20**	f 7.28		**10.00**	5.15
48	5.36		11.45	s 9.52			s12.55	s10.10	6.42	544.2		DN	RIDDLE	5.1	28.4		1.23		f 6.20		s11.10	s 7.20		9.40	5.05
77	**6.07**		PM 12.05	10.00			1.03	10.20	6.50	549.3			WEAVER	1.1	23.3		1.15		**6.07**		10.57	7.07		9.23	4.48
23 W	6.12		12.20	s10.03			s 1.07	s10.25	6.52	550.4		D	MYRTLE CREEK	4.5	22.2		1.13		6.05		s10.55	s 7.05		9.20	4.45
39	6.26		12.40	f10.14			f 1.18	f**10.40**	7.02	554.9			DOLE	3.1	17.7		1.04		5.52		f**10.40**	f 6.53		9.05	4.30
2	6.35		12.55	f10.22			f 1.26	f10.47	7.07	558.0			ROUND PRAIRIE (Spur)	4.0	14.6		12.58		5.45		f10.32	f 6.45		8.50	4.20
34	6.47		1.10	f10.32			f 1.37	s10.57	7.13	562.0		D	DILLARD	4.3	10.6		12.51		5.35		s10.22	s 6.35		8.35	4.05
3								f		566.3			CARNES (Spur)	1.4	6.3							f			
49	7.04		1.30	f10.45			f 1.50	f11.10	7.23	567.7			GREEN	4.9	4.9		12.40		5.21		f10.08	f 6.22		8.15	3.45
150 WTOF	7.20 AM A		1.50 PM A	s11.00 PM A			s 2.05 PM A	s11.25 AM A	s 7.35 AM A	572.6		DNR	**ROSEBURG**		0.0		12.31 AM L		5.10 AM L		9.55 AM L	6.10 PM L		8.00 AM L	3.30 PM L
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				143.5				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	10.00	3.44	7.50	6.10	2.05	2.05	6.05	2.55	5.15				Time over District				5.24	2.20	6.25	2.20	6.55	3.05	4.15	8.40	12.30
	14.35	12.02	12.50	23.26	22.85	22.85	23.58	22.20	27.30				Average Speed per Hour				26.52	20.69	22.80	20.69	20.74	20.90	10.10	11.40	11.48

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). When two passenger trains or two freight trains meet at Leland the westward train will take siding. Additional flag stops—Nos. 43, 44, 45 and 46—Frederick M. P. 432.5, Seven Oaks Crossing M. P. 447.7, Colvig M. P. 462.8, Savage Rapids Crossing M. P. 468.1, and at Sanders M. P. 470.9. Nos. 41 and 42 —Union Creek. Nos. 14, 15, 16, 41 and 42—Tunnel 7. No. 15—Ray Gold Sundays only.

ROSEBURG SUBDIVISION

Eastward — **FROM SAN FRANCISCO** — Time Table No. 78, March 29, 1914 — **TOWARD SAN FRANCISCO** — Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations	Second Class		First Class								Distance from San Francisco via Marysville			Time Table No. 78 March 29, 1914	Distance from Junction City	Minimum running time between stations for freight trains—minutes.	First Class								Second Class	
	222	226	16	14	94	20	18	12	92	28				STATIONS			13	15	91	17	93	19	27	11	221	225
	Portland Fast Freight	Way Freight	Oregon Express	Portland Express	Passenger	Portland Passenger	Portland Passenger	Shasta Limited	Passenger	Willamette Limited							San Fran. Express	California Express	Passenger	Roseburg Passenger	Passenger	Cottage Grove Passenger	Willamette Limited	Shasta Limited	Portland Fast Freight	Way Freight
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
150 WTFO	AM L 8.55	AM L 8.20	PM L 11.15	PM L 2.15			AM L 7.50	AM L 7.40			572.6		DNR	**ROSEBURG** 1.6	88.0		AM A s 4.50	AM A s 9.45		PM A ¶ 5.50				AM A 12.26	PM A 1.20	PM A 4.10
2							f				574.2			EDENBOWER (Spur) 3.6	86.4	15				f						
77	**9.25**	8.40	11.28	f 2.28			s 8.02	7.52			577.8			WINCHESTER 3.6	82.8	10	4.34	f **9.25**		s 5.34				12.13	12.55	3.55
28	9.45	**9.13**	f11.36	f 2.36			s 8.10	8.00			581.4			WILBUR 5.0	79.2	15	4.23	f **9.13**		s 5.25				12.03	12.40	3.45
77	10.00	9.30	f **11.49**	s 2.48			s 8.20	8.10			586.4		D	SUTHERLIN 1.0	74.2		4.09	s 9.00		s 5.12				AM **11.49**	12.20	3.25
2											587.4			WHITMORE (Spur) 1.7	73.2	7										
48 W	10.15	9.40	s11.59	s **2.58**			s 8.25	8.15			589.1		DN	OAKLAND 1.4	71.5		s 3.58	s 8.52		s 5.05				11.44	12.10 PM	**2.58**
2											590.5			YOUNGS (Spur) 4.9	70.1	18										
47	10.35	10.00	AM 12.14	f 3.13			f **8.40**	8.27			595.4			ISADORA 2.1	65.2	6	3.43	f **8.40**		f 4.51				11.28	11.50	2.30
36 PT	10.45	10.06	12.20	f 3.19			f 8.47	**8.33**			597.5			RICE HILL 6.2	63.1	18	3.38	**8.33**		f 4.45				11.23	11.40	2.20
77	**11.15**	10.24	s12.36	s 3.35			s 9.02	8.46			603.7	AUTOMATIC BLOCK	D	YONCALLA 2.4	56.9	15	3.20	s 8.10		s 4.28				11.07	**11.15**	1.45
5											606.1			DEVORE 2.9	54.5											
33 WY	11.40	**10.40**	s12.51	s 3.50			s 9.15	9.03			609.0		DN	DRAIN 1.2	51.6		s 3.07	s 7.56		s 4.15				10.57	**10.40**	1.15
4											610.2			KREWSON (Spur) 1.5	50.4											
25	11.50	11.05	12.58	f 3.57			f 9.22	9.10			611.7			LEONA 1.5	48.9		2.56	f 7.44		f 4.06				10.45	10.00	12.15
77	PM **12.01**	11.10	1.01	**4.01**			9.27	9.12			613.2			SAFLEY 2.0	47.4	27	2.52	7.41		**4.01**				10.42	9.52	**12.01** PM
8	12.05	11.15	1.05	f 4.04			f 9.32	9.16			615.2			ANLAUF 0.9	45.4		2.47	f 7.37		f 3.54				10.38	9.47	11.40
21	12.10	11.20	1.07	4.06			9.34	9.18			616.1			CURTIN 1.8	44.5		2.44	7.35		3.52				10.35	9.45	11.35
49 W	12.15	**11.25**	1.11	f 4.10			s **9.39**	**9.22**			617.9		D	COMSTOCK 4.0	42.7	12	2.39	f 7.31		s 3.49				10.31	**9.39** **9.15**	**11.25**
49 PY	12.40	11.55	1.26	f 4.25			f 9.53	9.36			621.9			DIVIDE 1.0	38.7		2.22	f 7.18		f 3.36				10.21	8.40	10.50
2											622.9			VEATCH (Spur) 2.1	37.7											
31	12.50	PM 12.10	1.31	f 4.30			f **9.59**	9.42			625.0			LATHAM 1.5	35.6		2.14	7.10		f 3.30				10.15	8.25	**9.59**
52 W	1.30	12.30	s 1.36	s 4.35		PM L 2.20	s10.05	**9.45**			626.5		DNR	**COTTAGE GROVE** 2.6	34.1		s 2.10	s 7.06		s 3.26		PM A s 8.25		10.12	8.15	**9.45**
10	1.40	12.45	1.43	4.42		f 2.26	s10.12	9.50			629.1	Auto. Block		SAGINAW (Spur) 1.5	31.5		1 56	7.01		s 3.18		f 8.18		10.07	8.05	9.20
77	**2.30**	12.55	**1.51**	4.46		f **2.30**	f10.17	9.54			630.6			WALKER 4.9	30.0		**1.51**	6.57		f 3.14		f 8.13		10.04	7.55	9.10
33	**3.04**	1.20	f 2.01	f 4.56		s 2.40	s10.30	10.03			635.5		D	CRESWELL 3.4	25.1		1.42	f 6.48		s **3.04**		s 8.03		9.55	7.35	8.55
1											638.9			MATHEWS (Spur) 2.0	21.7											
77	3.27	1.50	2.11	5.07		s **2.53**	s10.44	10.14			640.9	Automatic Block		GOSHEN 3.4	19.7		1.32	6.37		s **2.53**		s 7.51		9.45	7.15	8.10
YP	3.42	2.10	2.19	5.15	PM L 5.05	f 3.01	f10.54	10.21	AM L 10.05	AM L 7.05	644.3			**SPRINGFIELD JCT.** 2.0	16.3		1.24	6.25	AM A 7.30	f 2.40	PM A 2.50	f 7.42	PM A 8.34	9.38	6.55	7.50
											646.3			P. E. & E. CROSSING 1.0	14.3											
59 WT	3.57	**2.30**	s 2.32	s 5.30	s 5.15 PM A	s 3.15	s11.10	10.27	s10.15 AM A	s **7.20**	647.3		DNR	**EUGENE** 5.7	13.3		s 1.15	s 6.10	**7.20** AM L	s **2.30**	2.40 PM L	s 7.32	s 8.20	9.33	6.35	7.30 **7.15**
108	4.21	**3.28**	2.45	5.42		s **3.28**	s11.22	10.38		7.31	653.0			IRVING 2.1	7.6		1.01	5.50		s 2.11		s 7.17	8.09	9.23	6.05	7.00
			2.49	5.46		f 3.32	11.27	10.42		7.35	655.1			LUPER (No siding) 5.5	5.5		12.57	5.46		2.07		f 7.13	8.05	9.19		
114 WTF	4.55 PM A	4.45 PM A	s 3.00 AM A	s 6.00 PM A		s 3.45 PM A	s11.38 AM A	10.52 AM A		s 7.43 AM A	660.6		DNR	**JUNCTION CITY**	0.00		12.45 AM L	5.35 AM L		1.57 PM L		7.00 PM L	7.55 PM L	9.08 PM L	5.45 AM L	6.40 AM L
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				88.0			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	8.00	8.25	3.45	3.45	0.10	1.25	8.48	3.12	0.10	0.38				Time over District			4.05	4.10	0.10	3.53	0.10	1.25	0.39	3.18	7.35	9.30
	11.00	10.30	23.40	23.40	17.96	24.00	23.14	27.50	17.96	25.81				Average Speed per Hour			21.55	21.40	17.96	22.65	17.96	24.00	25.02	26.64	11.58	9.67

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 12, 14, 16, 18 and 20 are superior to Nos. 91 and 93. No. 16 is superior to No. 27. No. 28 is superior to Nos. 15 and 91.

Nos. 16 and 15 will stop at Springfield Junction to exchange mail. Nos. 14 and 16 will stop at non-schedule stops to let off passengers coming from points west of Cottage Grove.

Eastward

FROM SAN FRANCISCO

Time Table No. 78
March 29, 1914

Capacity of Sidings in cars and location of scales, water, fuel and turning stations		Second Class							First Class										DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE		STATIONS
		86 Mixed Daily Ex. Sun.	234 Freight Daily Ex. Sun.	232 Freight Daily Ex. Sun.	228 Way Freight Daily Ex. Sun.	226 Way Freight Daily	230 Freight Daily	222 Portland Fast Freight Daily	14 Portland Express Daily	20 Portland Passenger Daily	84 Passenger Daily	18 Portland Passenger Daily	142 P. R. & N. Passenger Daily	12 Shasta Limited Daily	28 Willamette Limited Daily	82 Lebanon Passenger Daily	10 Albany Passenger Daily	16 Oregon Express Daily			
114	WTF					AM L 6.30		PM L 6.15	PM L 6.03	PM L 3.48		AM L 11.42		AM L 10.52	AM L 7.45			AM L 3.02	660.6	DNR	**JUNCTION CITY**
10																			664.4		3.8 VIRGIL (Spur)
48						6.42		**6.45**	f 6.13	s 3.58		s11.51		11 02	f 7.54			**3.12**	665.1	D	0.7 HARRISBURG
3						6.50		7.00	6.18	f 4.03		f11.56		11.07	7.59			3.17	668.2		3.1 ALFORD (Spur)
77						7.00		7.07	6.22	4.07		11.59		11.11	8.03			3.21	670.7		2.5 FOLK
47						7.15		**7.29**	**6.30**	s 4.13		PM s12.05		11.15	f 8.08			3.27	673.8	D	3.1 HALSEY
104						7.30		7.42	6.39	s 4.23		s12.15		11.23	f 8.16			3.36	679.0	D	5.2 SHEDD
102						7.45		7.55	6.48	s 4.33		s**12.26**		11.32	f 8.25			3.46	684.6		5.6 TANGENT
		PM L 4.20				8.00		8.07	6.57	4.42	AM L 11.50	12.36		11.40	8.33	AM L 7.25		3.55	689.7		5.1 **ALBANY JUNCTION**
75	WYFO	s 4.25 PM A				**8.40**		**8.23**	s **7.00**	s 4.50	s **11.55** AM A	¶**12.40** **1.00**		**11.46**	s **8.40**	s 7.30 AM A	AM L 6.30	s 4.02	690.9	DNR	1.2 **ALBANY**
																			691.3		0.4 C. & E. CROSSING
48						9.05		8.40	7.15	f 5.00		f 1.10		11.55	8.49		f 6.40	**4.15**	695.4		4.1 MILLERSBURG
46						9.20		8 55	7.25	s 5.09		s 1.20		PM **12.01**	8.55		s 6.48	4.24	699.5	D	4.1 JEFFERSON
77						9.35		**9.17**	7.36	s **5.20**		s 1.31		12.09	9.02		s 6.58	4.33	704 2		4.7 MARION
78						**9.55**		9.35	**7.51**	s 5.30		s 1.43		12.20	9.12		s 7.09	4.44	710.7	D	6.5 TURNER
									7.56	s 5.34		f 1.48		12.24	9.16		f 7.14	4.48	713.3		2.6 STATE SCHOOL (No siding)
117	WYO					10.30		**10.36**	s 8.11	s 5.47		s 2.00		s12.35	s **9.27**		s 7.24	s 5.00	718.2	DN	4.9 **SALEM**
																			719.7		1.5 P. E. & E. CROSSING
19						**10.54**		11.10	**8.25**	s **5.58**		s 2.14		12.43	9.35		s 7.36	5.10	723.3		3.6 CHEMAWA
75						11.10		**11.30**	8.35	s 6.10		s 2.23		12.51	9.42		s 7.45	5.18	726.9		3.6 BROOKS
28						11.35		11.50	8.45	s 6.22		s 2.34		1.00	9.50		s 7.55	5.27	732.1	D	5.2 GERVAIS
141	WYF				AM L 11.45	PM 12.20		AM 12.10	s 8.54	s 6.34		s 2.45		1.06	s10.03		s **8.04**	s 5.34	735.2	DNR	3.1 **WOODBURN**
6																			736.2		1.0 HOFER (Spur)
49					11.55	12.30		12.30	9.02	s 6.45		s 2.57		1.12	**10.11**		s 8.12	5.40	738.8	D	2.6 HUBBARD
77					PM 12.05	12.40		12.55	9.08	**6.57**		3.02		1.16	**10.16**		8.17	5.45	741.6		2.8 HITO
18					12.25	12.45		1.00	9.12	s 7.02		s 3.07		1.19	10.19		s 8.22	5.49	743.2	D	1.6 AURORA
36	W				**12.55**	**12.55**		1.06	9.17	s 7.07		s 3.13		1.23	10.23		s 8.26	5.54	745.2		2.0 BARLOW
39					**1.26**	1.00		1.12	**9.24**	s 7.12		s **3.25**		**1.26**	10.26		s 8.32	5.58	746.8	D	1.6 **CANBY**
13																			748.7		1.9 WIGGINS (Spur)
4					1.50	1.10		1.25	9.31	s 7.21		s 3.34		1.32	10.32		s 8.40	6.06	750.1		1.4 NEW ERA (Spur)
34					1.52	1.12		1.28	9.33	f **7.25**		3.36		1.34	10.34		f **8.42**	6.08	750.8		0.7 COALCA
31					1.57	1.17		1.35	**9.37**	7.30		3.41		1.38	10.38		8.47	6.13	752.9		2.1 PULP
41	W				2.20	**1.45**		1.45	s 9.44	s 7.40		s 3.47		**1.45**	s10.45		s 8.56	s **6.23**	755.5	DN	2.6 OREGON CITY
																			756.1		0 6 C. S. CROSSING
5						1.59		1.52	9.48	7.47		f 3.52		1.49	10.49		f 9.02	6.29	757.3		1.2 PARK PLACE (Spur)
57					**2.50**	2.10		**2.04**	9.54	s 7.55		s 3.58		1.55	10.55		s **9.10**	f 6.36	760.0		2.7 CLACKAMAS
2																			760.4		0.4 LAIDLAW (Spur)
9																			761.0		0.6 HASKELL
48					3.03	**2.43**		2.15	10.01	f 8.04		4.05		2.02	11.02		f 9.20	6.47	764.1		3.1 EAST MILWAUKEE
			PM L 3.25	PM L 3.15	3.05	2.51	AM L 9.45	2.19	10.03	8.06		4.07	PM L **2.41**	2.04	11.04		**9.22**	6.49	765.2		1.1 **WILLSBURG JCT.**
6			3.27	3.17	3.06	2.52	9.46	2.20	10.04	f 8.07		4.08	2.42	2.05	11.05		f 9.23	6.50	765.6		0.4 WILLSBURG (Spur)
155	WFTO		3.35 PM A	3.25 PM A	3.15 PM A	3.00 PM A	9.55 AM A	2.30 AM A	10.08	s 8.12		s 4.12	s 2.47	2.08	11.09		s 9.28	6.55	767.5	DNR	1.9 **BROOKLYN**
									s10.20	s **8.25**		s **4.25**	s 3.00	**2.19**	s11.20		s 9.40	s 7.10	769.7		2.2 EAST MORRISON ST.
									s10.30 PM A	s 8.35 PM A		s 4.35 PM A	s 3.10 PM A	s 2.30 PM A	s11.30 AM A		s 9.50 AM A	s 7.20 AM A	771.0	DNR	1.3 **PORTLAND**
		Daily Ex. Sun.	Daily Ex. Sun	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			110.4
		0.05	0.10	0.10	3.30	8.30	0.10	8.15	4.27	4.47	0.05	4.53	0.29	3.38	3.45	0.05	3.20	4.18			Time Over District
		14.40	14.22	14.22	9.23	12.55	14.22	13.06	24.80	22.76	14.10	22.60	12.62	30.39	29.44	14.10	24.00	25.68			Average Speed per Hour

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 10, 16, 14, 28, 12, 18 and 20 are superior to No. 141; No. 142 is superior to No. 17; Nos. 28, 12, 18, 20 and 14 are superior to No. 81. Nos. 14 and 16 are superior to No. 83. Nos. 10 & 20 stop on flag at Fair Grounds. Nos. 14 and 16 will stop at non schedule stops to let off passengers coming from points west of Cottage Grove and No. 16 when late and following No. 10 stop to let off passengers coming from west of Albany. No. 28 stop to let passengers off coming from the Lebanon and Woodburn branches.

TOWARD SAN FRANCISCO

Westward

Time Table No. 78 March 29, 1914	DISTANCE FROM PORTLAND	First Class										Second Class							Capacity of Sidings in cars and location of scales, water, fuel and turning stations
		15	81	17	141	19	27	83	11	9	13	229	225	85	233	227	231	221	
		Califorina Express	Passenger	Roseburg Passenger	P. R. & N. Passenger	Cot'ge Grve Passenger	Willamette Limited	Lebanon Passenger	Shasta Limited	Albany Passenger	San Fran. Express	Freight	Way Freight	Mixed	Freight	Way Freight	Freight	Portland Fast Freight	
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	
DNR **JUNCTION CITY**	110.4	AM A s 5.32		PM A s 1.55		PM A s 6.57	PM A s 7.53		PM A 9.08		AM A s12.42		PM A 2.10					AM A 4.00	114 WTF
3.8																			
VIRGIL (Spur)	106.6																		10
0.7																			
D HARRISBURG	105.9	f 5.21		s **1.41**		s **6.45**	f 7.43		9.00		12.31		**1.41**					**3.12**	48
3.1																			
ALFORD (Spur)	102.8	5.15		f 1.35		f 6.40	7.38		8.55		12.25		1.10					2.50	3
2.5																			
FOLK	100.3	5.10		1.30		6.35	7.33		8.51		12.19		1.03					2.43	77
3.1																			
D HALSEY	97.2	5.05		s 1.24		s **6.30**	f **7.29**		8.47		12.13		12.55					2.35	47
5.2																			
D SHEDD	92.0	4.55		s 1.12		s 6.18	f 7.20		8.40		12.02		12.40					2.20	104
5.6																			
TANGENT	86.4	4.44		s 1.01		s 6.07	7.10		8.32		AM 11.50		**12.26**					2.05	102
5.1																			
ALBANY JUNCTION	81.3	4.34	AM A 8.44	12.50		5.57	7.03	PM A 7.14	8.25		11.40		12.01	PM A 1.20				1.50	
1.2																			
DNR **ALBANY**	80.1	s 4.30	**8.40** AM L	**12.45** ¶**12.25**		s 5.54	s **7.00**	7.10 PM L	**8.23**	PM A s 9.55	s11.37		PM **11.55**	1.15 PM L				1.40	75WYFO
0.4																			
C. & E. CROSSING	79.7																		
4.1																			
MILLERSBURG	75.6	**4.15**		f12.11		f 5.38	6.49		8.15	f 9.37	11.22		10.35					1.15	48
4.1																			
D JEFFERSON	71.5	4.06		s**12.01**		s 5.30	6.42		8.09	s 9.27	11.14		10.25					1.00	46
4.7																			
MARION	66.8	3.57		PM s11.43		s **5.20**	6.35		8.02	s **9.17**	11.05		10.10					12.45	77
6.5																			
D TURNER	60.3	3.46		s11.28		s 5.04	6.24		**7.51**	s 9.03	10.53		**9.55**					12.25	78
2.6																			
STATE SCHOOL (No Siding)	57.7	3.41		f11.21		s 4.57	6.19		7.46	s 8.56	10.47								
4.9																			
DN **SALEM**	52.8	s 3.32		s11.10		s 4.45	s 6.11		s 7 38	s 8.45	s**10.36**		**9.27**					12.01 AM	117 WYO
1.5																			
P. E. & E. CROSSING	51.3																		
3.6																			
CHEMAWA	47.7	3.17		s**10.54**		s 4.25	**5.58**		7.27	s **8.25**	f10.22		8.50					11.40	19
3.6																			
BROOKS	44.1	3.10		s10.45		s 4.18	5.52		7.21	s 8.18	10.14		8.40					**11.30**	75
5.2																			
D GERVAIS	38.9	3.01		s10.35		s 4.10	5.44		7.13	s 8.10	10.03		8.25					11.10	28
3.1																			
DNR **WOODBURN**	35.8	s 2.55		s10.25		s 4.03	s 5.38		7.07	s 8.04	s 9.56		**8.04**			AM A 11.15		11.00	141WYF
1.0																			
HOFER (Spur)	34.8																		6
2.6																			
D HUBBARD	32.2	2.48		s**10.11**		s 3.48	5.28		7.01	s 7.54	9.46		7.15			11.00		10.25	49
2.8																			
HITO	29.4	2.44		**10.00**		3.42	5.24		**6.57**	7.48	9.39		7.08			**10.16**		10.18	77
1.6																			
D AURORA	27.8	2.41		s 9.56		s 3.37	5.21		6.54	s 7.44	9.34		7.02			9.40		10.10	18
2.0																			
BARLOW	25.8	2.37		s 9.50		s 3.32	5.17		6.50	s 7.40	9.28		6.56			9.25		10.05	36 W
1.6																			
D **CANBY**	24.2	2.34		s 9.45		s **3.25**	5.14		6.47	s 7.36	**9.24**		6.52			9.15		10.00	39
1.9																			
WIGGINS (Spur)	22.3																		13
1.4																			
NEW ERA (Spur)	20.9	2.26		s 9.35		s 3.14	5.08		6.41	s 7.27	9.15		6.42			8.45		9.48	4
0.7																			
COALCA	20.2	2.24		9.33		f 3.12	5.07		6.40	f **7.25**	9.14		6.40			**8.42**		9.45	34
2.1																			
PULP	18.1	2.20		9.27		3.07	5.03		6.36	7.18	9.08		6.35			8.25		**9.37**	31
2.6																			
DN OREGON CITY	15.5	s 2.14		s 9.22		s 3.01	s 4.58		6.31	s 7.11	s 9.02		**6.23**			8.10		9.20	41 W
0.6																			
C. S. CROSSING	14.9																		
1.2																			
PARK PLACE (Spur)	13.7	2.10		f 9.16		2.55	4.53		6.27	f 7.03	8.56		6.05			7.48		9.13	5
2.7																			
CLACKAMAS	11.0	**2.04**		s **9.10**		s **2.50**	f 4.48		6.22	s 6.57	8.50		5.58			7.40		9.05	57
0.4																			
LAIDLAW (Spur)	10.6																		2
0.6																			
HASKELL	10.0																		9
3.1																			
EAST MILWAUKEE	6.9	1.57		9.00		f **2.43**	4.41		6.16	f 6.48	8.42		5.49			7.27		8.55	48
1.1																			
WILLSBURG JCT.	5.8	1.55		8.58	AM A **9.20**	**2.41**	4.39		6.14	6.46	8.39	AM A 12.37	5.46		AM A 6.37	7.22	AM A 8.04	8.50	
0.4																			
WILLSBURG (Spur)	5.4	1.54		8.57	9.19	f 2.40	4.38		6.13	f 6.45	8.38		5.45		6.36	7.21	8.02		6
1.9																			
DNR **BROOKLYN**	3.5	1.50		s 8.52	s 9.15	s 2.37	4.34		6.09	s 6.42	8.35	12.30 AM L	5.40 AM L		6.30 AM L	7.15 AM L	7.55 AM L	8.45 PM L	155 WFTO
2.2																			
EAST MORRISON ST.	1.3	1.40		s 8.40	s 9.05	s **2.25**	s **4.25**		5.58	s 6.30	s **8.25**								
1.3																			
DNR **PORTLAND**	0.0	1.30 AM L		8.30 AM L	8.55 AM L	2.15 PM L	4.15 PM L		5.50 PM L	6.20 PM L	8.15 PM L								
110.4		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	
Time Over District		4.02	0.04	5.25	0.25	4.42	3.38	0.04	3.18	3.35	4.27	0.07	8.30	0.05	0.07	4.00	0.09	7.15	
Average Speed per Hour		27.80	17.48	20.38	14.11	22 40	30.36	17.48	33.42	22.32	24.80	19.68	12.55	14.40	19.68	8.07	18.06	14.74	

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 10, 16, 14, 28, 12, 18 and 20 are superior to No. 141; No. 142 is superior to No. 17; Nos. 28, 12, 18, 20 and 14 are superior to No. 81; Nos. 14 and 16 are superior to No. 83.

Nos. 9 and 19 stop on flag at Fair Grounds.

Eastward **FROM SAN FRANCISCO** — **TOWARD SAN FRANCISCO** Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations	Second Class	Second Class	First Class	First Class	First Class	First Class	DISTANCE FROM SAN FRANCISCO		Time Table No. 78 March 29, 1914	DISTANCE FROM PORTLAND	First Class	First Class	First Class	First Class	Second Class	Second Class
	86	244	68	64	84	82					63	81	67	83	243	85
	Mixed	Freight	Br'wnsville Passenger	Mixed	Passenger	Lebanon Passenger			STATIONS		Woodburn Passenger	Passenger	Mixed	Lebanon Passenger	Freight	Mixed
	Daily Ex. Sun.	Monday Wedn'day Friday	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Tuesday Thursday Saturday	Daily Ex. Sun.
24 WT	PM L 3.30	PM L 12.40	PM L 7.20	PM L 1.40	AM L 11.10	AM L 6.50	701.0	DR	**LEBANON**	92.6	AM A s 7.10	AM A s 9.17	AM A s 11.35	PM A s 7.50	AM A 8.45	PM A 2.10
67	f			f	f	f	700.4		0.6 CALAHAN (Spur)	92.0		f	f	f		f
14	f 3.40	12.50	f 7.28	f 1.50	f 11.20	f 6.56	698.0		2.4 IRVINVILLE	89.6	f 7.03	f 9.08	f 11.27	f 7.42	8.35	f 1.59
16 Y	s 3.50	1.00 PM A	s **7.31** PM A	s **1.52** PM A	s **11.25**	s **7.00**	697.3	R	0.7 **TALLMAN**	88.9	**7.00** AM L	s 9.05	**11.25** AM L	s **7.40**	8.30 AM L	s **1.55**
	f 3.55				f 11.27	f 7.05	696.4		0.9 CRANOR (No siding)	88.0		f 9.00		f 7.33		f 1.46
14	f 3.58				f 11.30	f 7.08	695.4		1.0 GOLTRA	87.0		f 8.57		f 7.30		f 1.41
11	f 4.04				f 11.34	f 7.12	693.7		1.7 FRY	85.3		f 8.53		f 7.25		f 1.35
11	f 4.11				f 11.42	f 7.18	691.5		2.2 FROMAN	83.1		f 8.48		f 7.19		f 1.27
	4.20				11.50	7.25	689.7		1.8 **ALBANY JUNCTION**	81.3		8.44		7.14		1.20
39 WYOF	4.25 PM A				s **11.55** AM A	s 7.30 AM A	690.9	DNR	1.2 **ALBANY**	80.1		**8.40** AM L		7.10 PM L		1.15 PM L
	Daily Ex. Sun.	Monday Wedn'day Friday	Daily	Daily	Daily	Daily			12.5		Daily	Daily	Daily	Daily	Tuesday Thursday Saturday	Daily Ex. Sun.
	0.55	0.20	0.11	0.12	0.45	0.40			Time Over District		0.10	0.37	0.10	0.40	0.15	0.55
	13.64	12.00	23.79	23.90	16.66	18.75			Average Speed per Hour		24.00	20.27	24.00	18.75	16.00	13.64

JUNCTION CITY SUBDIVISION

FROM SAN FRANCISCO EASTWARD — **TOWARD SAN FRANCISCO** WESTWARD

Capacity of Sidings in cars and location of scales, water fuel and turning stations	2d Class	1st Class	1st Class	1st Class	1st Class	DISTANCE FROM SAN FRANCISCO		Time Table No. 78 March 29, 1914	DISTANCE FROM PORTLAND	1st Class	1st Class	1st Class	1st Class	2d Class
	246	94	98	92	28					91	97	93	27	245
	Freight	Passenger	Mixed	Passenger	Willamette Limited			STATIONS		Passenger	Mixed	Passenger	Willamette Limited	Freight
	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily					Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.
250 WY			PM L 2.00			684.1	DR	**OAKRIDGE**	166.8		AM A s 10.30			
71			s 2.15			679.0		5.1 LOOKOUT	161.7		s 10.15			
71			s 2.30			673.6		5.4 LAWLER	156.3		s 9.55			
22			s 2.35			672.5		1.1 EULA	155.2		s 9.50			
71			s 2.45			668.7		3.8 RESERVE	151.4		s 9.40			
71 W			s 3.05			663.8		4.9 CARTER	146.5		s 9.20			
39			s 3.15			661.3	D	2.5 LOWELL	144.0		s 9.10			
71			s 3.20			659.1		2.2 PENGRA	141.8		s 9.00			
9			f			656.2		2.9 FALL CREEK (Spur)	138.9		f			
71			s 3.40			654.5		1.7 HILLS	137.2		f 8.40			
42			s 3.45			652.7		1.8 JASPER	135.4		f 8.30			
13						652.1		0.6 JASPER SPUR	134.8					
12			s 4.00			650.5	D	1.6 NATRON	133.2		s 8.20			
			s 4.15			647.1		3.4 DOUGLAS (No siding)	129.8		f 8.07			
	PM L 1.15	PM L 4.48	f 4.20	AM L 9.50		646.6		0.5 **MOHAWK JUNCTION**	129.3	AM A 7.50	f 8.04	PM A 3.00		AM A 8.50
27 WFOY	1.25	s 5.00	s 4.30	s 9.55	AM L 7.00	645.2	DR	1.4 **SPRINGFIELD**	127.9	s 7.45	s 8.00	s 2.55	PM A s 8.45	8.45
Y	PM A	5.05 PM A	PM A	10.05 AM A	7.05 AM A	644.0		1.2 **SPRINGFIELD JCT.**	126.7	7.30 AM L	AM L	2.50 PM L	8.35 PM L	AM L
	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily			40.1		Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.
	0 10	0.17	2.30	0.15	0.05			Time Over District		0.20	2.30	0.10	0.10	0.05
	8.40	8.80	15.60	9.80	16.80			Average Speed per Hour		7.80	15.60	17.12	7.20	16.80

FROM SAN FRANCISCO EASTWARD — **TOWARD SAN FRANCISCO** WESTWARD

Capacity of Sidings in cars and location of scales, water fuel and turning station	2d Class	1st Class	1st Class	DISTANCE FROM SAN FRANCISCO		Time Table No. 78 March 29, 1914	DISTANCE FROM PORTLAND	1st Class	1st Class	2d Class
	246	94	92					91	93	245
	Freight	Passenger	Passenger			STATIONS		Passenger	Passenger	Freight
	Daily Ex. Sun.	Daily	Daily					Daily	Daily	Daily Ex. Sun.
30 T	AM L 11.30	PM L 4.00	AM L 9.00	662.4	DR	**WENDLING**	145.1	AM A 8.40	PM A 3.50	AM A 10.35
8				660.3		2.1 DRURY	143.0			
11	11.40	s 4.08	s 9.08	659.7		0.6 HYLAND (Spur)	142.4	s 8.30	s 3.40	10.20
45 W	PM 12.10	s 4.13	s 9.13	658.6		1.1 MARCOLA	141.3	s 8.25	s 3.35	10.10
6				657.6		1.0 BAXTER	140.3			
13		f 4.18	f 9.18	656.8		0.8 BALLY	139.5	f 8.18	f 3.28	
8	12.25	s 4.24	s 9.24	655.0		1.8 DONNA (Spur)	137.7	s 8.13	s 3.23	9.50
3	12.35	f 4.30	f 9.30	653.0		2.0 SPORES (Spur)	135.7	f 8.08	f 3.18	9.40
33	12.45	f 4.34	f **9.35**	651.5		1.5 YARNELL	134.2	f 8.04	f 3.14	**9.35**
6	1.00	f 4.41	f 9.42	649.3		2.2 HENDRICKS	132.0	f 7.57	f 3.07	9.10
	1.15 PM A	f 4.48 PM A	f 9.50 AM A	646.6		2.7 **MOHAWK JUNCTION**	129.3	f 7.50 AM L	f 3.00 PM L	8.50 AM L
	Daily Ex. Sun.	Daily	Daily			15.8		Daily	Daily	Daily Ex. Sun.
	1.45	0.48	0.50			Time Over District		0 50	0.50	1.45
	10.40	19.36	18.96			Average Speed per Hour		18.96	18.96	10.40

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 82 is superior to No. 63 and No. 68 is superior to No. 83.

Eastward **FROM SAN FRANCISCO**

Time Table No. 78
March 29, 1914

TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations		Second Class		First Class						Distance from San Francisco		STATIONS	Distance from Portland via Lebanon	First Class						Second Class	
		246	242	74	98	76	66	72	62					97	73	61	75	65	71	245	241
		Freight	Freight	Passenger	Mixed	Mixed	Mixed	Passenger	Woodburn Passenger					Mixed	Passenger	Mixed	Mixed	Brownsv'lle Passenger	Passenger	Freight	Freight
		Daily Ex. Sun.	Tuesday Thursday Saturday	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily					Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Monday Wedn'day Friday
27	WFOY	PM L 2.00	AM L 6.00		PM L 5.05				AM L 5.20	645.0	DR	**SPRINGFIELD** 0.1	128.7	AM A s 7.45		PM A s 3.45				AM A 8.25	PM A 4.15
										645.1		P. E. & E. CROSSING 3.8	128.6								
11		2.15	6.13		f 5.15				f 5.29	648.9		ARMITAGE (Spur) 3.5	124.8	f 7.34		f 3.33				8.10	4.00
15		2.30 PM A	6.30		s 5.25 PM A				s 5.40	652.4	DR	**COBURG** 4.1	121.3	7.25 AM L		s 3.24				8.00 AM L	3.50
6			6.42						f 5.49	656.5		WILKINS (Spur) 3.8	117.2			f 3.11					3.29
8			6.54						f 5.57	660.3		PRICEBORO (Spur) 3.3	113.4			f 3.02					3.18
13			7.04						f 6.04	663.6		ROWLAND 4.0	110.1			f 2.54					3.07
4			7.16						f 6.13	667.6		TWIN BUTTES (Spur) 4.4	106.1			f 2.44					2.55
20	WT		7.40				AM L 10.45		s 6.25	672.0	DR	**BROWNSVILLE** 2.3	101.7			s **2.34**		PM A s 8.15			**2.34**
			7.47				f10.50		f 6.31	674.3		LINN (No siding) 4.0	99.4			f 2.24		f 8.04			1.45
14			8.00				s11.02		s 6.42	678.3		PLAINVIEW 4.1	95.4			s 2.16		s 7.56			1.30
14			8.12				11.14		6.53	682.4		LOWSON 2.4	91.3			2.07		7.47			1.15
16	Y		8.20 AM A				s11.20 AM A		s 6.58 AM A	684.8	R	**TALLMAN**	88.9			2.00 PM L		7.40 PM L			1.05 PM L
22	WT		AM L 9.00				AM L 11.40		AM L 7.15	688.5	DR	**LEBANON** 4.3	85.2			PM A s 1.35		PM A s 7.10			PM A 12.15
14			9.15				f11.51		f 7.26	692.8		BREWSTER 2.1	80.9			f 1.21		f 6.56			12.02
15			9.22				f**11.56**		f 7.31	694.9		GRIGGS 1.6	78.8			f 1.15		f 6.50			PM **11.56**
10							PM			696.5		BALM (Spur) 0.9	77.2								
12			9.35				s12.05		s 7.40	697.4		CRABTREE 1.3	76.3			s 1.08		s 6.43			11.35
9			9.45				f12.08		f 7.43	698.7		GAINES (Spur) 1.9	75.0			f 1.03		f 6.37			11.25
7							f		f	700.6		GILKEY 2.3	73.1			f		f			
17			10.05				s12.20		s 7.55	702.9	D	WEST SCIO 1.8	70.8			s12.51		s 6.24			11.10
9			10.15				s12.25		s 8.00	704.7		SHELBURN 2.2 (C&E Crossing)	69.0			s12.46		s 6.18			11.00
13			10.21				f12.30		f 8.05	706.9		NORTH SANTIAM 1.4	66.8			f12.39		f 6.10			10.50
13			10.40				s**12.35**		s 8.12	708.3		WEST STAYTON 3.8	65.4			s**12.35**		s 6.05			10.45
9	W		11.00				s12.50		s 8.25	712.1		AUMSVILLE 2.9	61.6			s12.20		s 5.52			10.30
27			11.15				s 1.00		s 8.35	715.0		SHAW 2.4	58.7			s12.09		s 5.41			10.15
14			11.25				s 1.08		s 8.43	717.4		MACLEAY 2.0	56.3			s12.01 PM		s 5.33			10.05
40	WY			PM L 5.00		AM L 11.00				726.2	DNR	**SALEM** 3.4	61.1		AM A s 9.25		PM A s 3.00				
7				f 5.13		f11.15				722.8		LACHMUND (Spur) 3.4	57.7		f 9.12		f 2.45				
20	Y		11.40	s **5.27**		s11.30	s 1.15		s 8.50	719.4	R	**GEER** 1.9	54.3		s 9.00	s11.56	s 2.30	s **5.27**			9.57
20			**11.50**	s 5.32		s11.37	s 1.20		s **8.55**	721.3		PRATUM 1.7	52.4		s **8.55**	s**11.50**	s 2.22	s 5.21			9.50
10			11.59 PM	f 5.37		f**11.45**	f 1.25		f 9.00	723.0		SWITZERLAND (Spur) 4.3	50.7		f 8.47	f**11.45**	f 2.16	f 5.17			9.40
17	WY		12.30	s 5.50		s11.59 AM A	s 1.45	AM L 7.25	s **9.15**	727.3	DR	**SILVERTON** 1.5	46.4		s 8.35	s11.30	2.00 PM L	s 5.05	PM A s 7.05		**9.15**
4				f			f	f	f	728.8		ABIQUA (Spur) 0.8	44.9		f	f		f	f		
11			12.40	f 5.55			f 1.51	f 7.30	f 9.21	729.6		DOWNS (Spur) 1.9	44.1		f 8.26	f11.15		f 4.54	f 6.57		8.46
29			1.00	s 6.00			s 2.00	s 7.35	s 9.30	731.5	D	MT. ANGEL 1.1	42.2		s 8.22	s11.10		s 4.50	s 6.52		8.40
8			1.05	f 6.03			f 2.04	f 7.38	f 9.34	732.6		BARON (Spur) 1.1	41.1		f 8.18	f11.07		f 4.44	f 6.48		8.31
17			1.10	s 6.06			s 2.08	s 7.41	s 9.38	733.7		McKEE (Spur) 1.4	40.0		s 8.15	s11.04		s 4.41	s 6.45		8.28
4			1.20	f 6.10			f 2.13	f 7.45	f 9.43	735.1		TOWNSEND (Spur) 2.8	38.6		f 8.11	f11.00		f 4.38	f 6.41		8.23
59	WYF		1.40 PM A	s 6.20 PM A			s 2.25 PM A	s 7.55 AM A	s 9.55 AM A	737.9	DNR	**WOODBURN**	35.8		8.05 AM L	10.50 AM L		4.30 PM L	6.35 PM L		8.15 AM L
		Daily Ex. Sun.	Tuesday Thurs. Sat	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily			92.9		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Mon. Wed Friday
		0.30	7.40	1.20	0.20	0.59	3.40	0.30	4.35			Time Over District		0.20	1.20	4.55	1.00	3.45	0.30	0.25	8.00
		14.79	11.80	18.96	22.20	14.80	17.70	21.00	20.37			Average Speed per Hour		22.20	18.96	19.40	14.70	17.52	21.00	17.76	11.67

Westward trains are superior to trains of the same class in opposite direction (see Rule 72). Exception: No. 74 is superior to No. 71. Additional flag stops for all trains: Selah Springs, M. P. 724.2; Shaff, M. P. 709.9; County Road Crossing, between Priceboro and Wilkins; Grange Hall, between Rowlands and Twin Buttes; Yeoman 1.5 miles east of Lachmund; Gesner, 1 mile west of Lachmund; Tinglestead, 1.7 miles west of Silverton. M. P. 680 E and M. P. 682 H. For schedule of trains between Lebanon and Tallman, see page 6.

Eastward

FROM SAN FRANCISCO

Time Table No. 78
March 29, 1914

Capacity of Sidings in cars and location of scales, water, fuel and turning stations	Second Class			First Class																					DISTANCE FROM AIRLIE			STATIONS
	234	232	230	332	330	328	326	324	322	352	320	318	316	142	358	314	312	354	310	308	306	356	304	302				
	Way Freight	Way Freight	Freight	Oswego Electric	Oswego Electric	Oswego Electric	Oswego Electric	Oswego Electric	Oswego Electric	Airlie Electric	Oswego Electric	Oswego Electric	Oswego Electric	P. R. & N. Passenger	McMinnville Electric	Oswego Electric	Oswego Electric	Corvallis Electric	Oswego Electric	Oswego Electric	Oswego Electric	McMinnville Electric	Oswego Electric	Oswego Electric				
	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.				
23 PFY		AM L 10.20								PM L 3.34					PM L 12.46			AM L 8.10				AM L 6.06			43.5	R		ST. JOSEPH
19		10.30								s 3.38					s12.50			s 8.16				s 6.10			45.0	D	1.5	LAFAYETTE
		10.35								f 3.42					f12.54			f 8.21				f 6.14			46.8		1.8	OAK LAWN (No siding)
10 P		10.45								s 3.45					s12.57			s 8.23				s 6.17			47.6		0.8	DAYTON
		10.50								f 3.49					f 1.00			f 8.28				f 6.20			48.9		1.3	CRAWFORD (No siding)
15 P		**11.09**								s 3.55					s 1.06			s 8.36				s 6.26			51.5		2.6	DUNDEE
20		PM 12.01																							53.9	D	2.4	**NEWBERG**
										s 4.05					s 1.15			s 8.45				s 6.35			54.2	D	2.0 2.7	NEWBERG (City Sta.)
15 PW		12.15								s 4.13					s 1.22			s **8.56**				s 6.42			55.9		1.9	SPRINGBROOK
3																									56.9		1.0	WEB (Spur)
12 P		12.35								f 4.21					f 1.29			f 9.08				f 6.49			58.2		1.3	REX
12 P		12.43								f 4.24					f 1.32			f 9.13				f 6.52			59.6		1.4	CHEHALEM
11		12.45								4.25					1.33			9.14				6.53			60.0		0.4	VOTAW
7 P		12.55								s 4.28					s 1.36			s 9.19				s 6.56			61.3		1.3	MIDDLETON (Spur)
25		**1.40**								s 4.32					s **1.40**			s **9.24**				s 7.00			62.8	D	1.5	SHERWOOD
4		1.53								4.35					1.43			9.28				7.03			64.1		1.3	FORD (Spur)
14 P		1.56								f 4.38					f 1.45			f 9.30				f 7.05			65.0		0.9	CIPOLE (Spur)
7		1.59								f 4.40					f 1.47			f 9.33				f 7.07			65.8		0.8	HERRMAN (Spur)
20 P		2.05								s **4.44**					s 1.50			s 9.37				s 7.10			67.1		1.3	TUALATIN
															f							f			67.6		0.5	GALBRAITH (No siding)
51 PY	PM L **2.37**	**2.27**	AM L 9.05							f 4.50				PM L s **2.17**	f 1.55			f **9.43**				f **7.15**			69.2	R	1.6	**COOK**
	2.40	2.30								f 4.52				f 2.18	f 1.56			f 9.44				f 7.16			69.7		0.5	BRYANT (No Siding)
p										f				f	f			f				f			71.0		1.3	GOODIN
25	2.55 PM A	2.45 PM A	**9.20** AM A	AM L 12.25	PM L 11.10	PM L 9.55	PM L 8.40	PM L 7.25	PM L 5.45	s 5.05	PM L 4.55	PM L **4.25**	PM L 2.35	s **2.28** PM A	s 2.05	PM L 1.20	AM L 11.00	s 9.55	AM L 9.45	AM L 8.30	AM L 8.00	s 7.25	AM L 7.10	AM L 5.55	73.0	DR	2.0	**OSWEGO**
				f12.26	s11.11	s 9.56	s 8.41	s 7.26	s 5.46	5.06	s 4.56	s 4.26	s 2.36		f 2.06	s 1.21	s11.01	9.56	s 9.46	s 8.31	s 8.01	f 7.26	f 7.11	s 5.56	73.3		0.3	WILSONIA (No siding)
				f	f	f	f	f	f		f	f	f		f	f	f		f	f	f	f	f	f	73.8		0.5	BRIARWOOD (No siding)
2				f12.28	f11.13	f 9.58	f 8.43	f 7.28	f 5.48	5.08	f 4.58	f 4.28	f 2.38		f 2.08	f 1.23	f11.03	9.58	f 9.48	f 8.33	f 8.03	f 7.28	f 7.13	f 5.58	74.0		0.2	ROCK SPUR
7 P				f12.32	f11.17	f10.02	f 8.47	f 7.32	f 5.52	5.10	f 5.00	f 4.32	f 2.42		f 2.12	f 1.27	f11.07	10.01	f 9.51	f 8.36	f **8.05**	f 7.31	f 7.16	f 6.02	74.6		0.6	ELK ROCK (Spur)
				f	s	s	s	s	s		s	s	s		f	s	s		s	s	s	f	s	s	74.8		0.2	RIVERWOOD (No siding)
10 P				f12.33	s11.18	s10.03	s 8.48	s 7.33	s 5.53	5.11	s 5.01	s 4.33	s 2.43		f 2.13	s 1.28	s11.08	**10.02**	s 9.52	s 8.37	s 8.07	f **7.32**	s 7.17	s 6.03	75.1		0.3	RIVERA
				f12.34	s11.19	s10.04	s 8.49	s 7.34	s 5.54	5.12	s 5.02	s 4.34	s 2.44		f 2.14	s 1.29	s11.09	10.03	s 9.53	s 8.38	s 8.08	f 7.33	s 7.18	s 6.04	75.3		0.2	RIVERDALE (No siding)
				f12.35	s11.20	s10.05	s 8.50	s 7.35	s 5.55	5.13	s 5.03	s 4.35	s 2.45		f 2.15	s 1.30	s11.10	10.04	s 9.54	s 8.39	s 8.09	f 7.34	s 7.19	s 6.05	75.6		0.3	EWAHWE (No siding)
18 F				f12.37	s11.23	s10.08	s 8.53	s 7.38	s **5.58**	5.15	s 5.05	s **4.37**	s 2.48		f **2.18**	s 1.33	s11.13	10.07	s **9.57**	s 8.42	s **8.12**	f 7.37	s **7.22**	s 6.08	76.5		0.9	CEMETERY
				f12.40	s11.25	s10.10	s 8.55	s 7.40	s 6.00	5.16	s 5.06	s 440	s 2.50		f 2.20	s 1.35	s11.15	10.09	s 9.59	s 8.44	s 8.14	f 7.39	s 7.24	s 6.10	77.1		0.6	FULTON (No siding)
2				f12.41	s11.26	s10.11	s 8.56	s 7.41	s 6.01	5.17	s 5.07	s 4.41	s 2.51		f 2.21	s 1.36	s11.16	10.10	s10.00	s 8.45	s 8.15	f 7.40	s 7.25	s 6.11	77.5		0.4	SOUTHERN PORTLAND (Spur)
10				f12.44	f11.29	f10.14	f 8.59	f 7.44	f 6.04	**5.20**	f 5.10	f 4.44	f 2.54		f 2.24	f 1.39	f11.19	10.13	f10.03	f 8.48	f 8.18	f 7.42	f 7.28	f 6.14	78.3		0.8	ZIMMERMAN (Spur)
6				f12.45	f11.30	f10.15	f 9.00	f 7.45	f 6.05	5.21	f 5.11	f 4.45	f 2.55		f 2.25	f 1.40	f11.20	10.14	f10.04	f 8.49	f 8.19	f 7.43	f 7.29	f 6.15	78.5		0.2	MULBOX (Spur)
4																									78.6		0.1	THORSEN (Spur)
11 P				f12.47	f11.32	f10.17	f 9.02	f 7.47	f **6.07**	5.22	f 5.12	f 4.47	f 2.57		f 2.27	f 1.42	f11.22	10.17	f10.07	f 8.52	f 8.22	f 7.45	f 7.31	f 6.17	79.2		0.6	TURNTABLE
25 T				s12.50	s11.35	s10.20	s 9.05	s 7.50	s 6.10	s 5.25	s **5.15**	s 4.50	s 3.00		s 2.30	s 1.45	s11 25	s10.20 AM A	s10.10	s 8.55	s 8.25	s **7.50**	s 7.35	s 6.20	80.0	DR	0.8	JEFFERSON ST. DEPOT
				12.53	11.38	10.23	9.08	7.53	6.13	5.28	5.20	4.53	3.03		2.33	1.48	11.28		10.13	8.58	8.28	**7.53**	**7.38**	6.23	80.3		0.3	4TH & JEFFERSON STS.
				s 1.00 AM A	s11.45 PM A	s10.30 PM A	s 9.15 PM A	s 8.00 PM A	s 6.20 PM A	s **5.35**	s 5.30 PM A	s 5.00 PM A	s 3.10 PM A		s 2.40	s 1.55 PM A	s11.35		s10.20 AM A	s 9.05 AM A	s 8.35	s 8.00	s 7.45 AM A	s 6.30 AM A	80.9		0.6	BURNSIDE ST.
										s **5.40** PM A					s 2.45 PM A		s11.40 AM A				s 8.40 AM A	s 8.05 AM A			81.4	DNR	0.5	PORTLAND
	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.				37.9
	0.18	4.25	0.15	0 35	0.35	0.35	0.35	0.35	0.35	2.06	0.35	0.35	0.35	0.11	1.59	0.35	0.40	2.10	0.35	0.35	0.40	1.59	0.35	0.35				Time Over District
	12.66	6.66	15.19	14.45	14.45	14.45	14.45	14.45	14.45	18.04	14.45	14.45	14.45	20.72	19.10	14.45	14.35	16.84	14.45	14.45	14.35	19.10	14.45	14.45				Average Speed per Hour

Westward trains are superior to trains of same class in opposite direction (See Rule 72). **See pages 10 and 11 for additional trains between Portland and 4th and Jefferson Sts.** All trains stop for passengers at Salmon, Morrison, Washington, Stark and Flanders Sts., Portland, and except No. 142 on flag at Lake Grove. No. 352 stop at Meridan St., Newberg, daily except Saturday and Sunday.

TOWARD SAN FRANCISCO

Westward

Time Table No. 78

March 29, 1914

	STATIONS	DISTANCE FROM PORTLAND	First Class																						Second Class			Capacity of Sidings in cars and location of scales, water, fuel and turning stations.
			301 Oswego Electric Daily Ex. Sun.	303 Oswego Electric Daily	305 Oswego Electric Daily	351 Airlie Electric Daily	307 Oswego Electric Daily	141 P. R. & N. Passenger Daily	309 Oswego Electric Daily	355 McMinnville Electric Daily	311 Oswego Electric Daily	313 Oswego Electric Daily	315 Oswego Electric Daily	317 Oswego Electric Daily	353 Corvallis Electric Daily	319 Oswego Electric Daily	321 Oswego Electric Daily	323 Oswego Electric Daily	357 McMinnville Electric Daily	325 Oswego Electric Daily	327 Oswego Electric Daily	329 Oswego Electric Daily	331 Oswego Electric Daily	333 Oswego Electric Daily	229 Freight Daily	233 Way Freight Daily Ex. Sun.	231 Way Freight Daily Ex. Sun.	
R	ST. JOSEPH 1.5	37.9				AM A s 9.33				AM A s11.30					PM A s 5.53				PM A s 7.49								AM A 11.50	23 PFY
D	LAFAYETTE 1.8	36.4				s 9.29				s11.25					s 5.49				s 7.44								11.45	19
	OAK LAWN (No Siding) 0.8	34.6				f 9.25				f11.21					f 5.45				f 7.40								11.35	
	DAYTON 1.3	33.8				s 9.23				s11.19					s 5.43				s 7.38								11.30	19 P
	CRAWFORD (No Siding) 2.6	32.5				f 9.19				f11.15					f 5.39				f 7.34								11.25	
	DUNDEE 2.4	29.9				s 9.12				s **11.09**					s 5.33				s 7.27								**11.09**	15 P
D	**NEWBERG** 2.0 2.7	27.5																									10.40	
D	NEWBERG (City Sta) 1.9	27.4				s 9.05				s11.02					s 5.24				s 7.20									
	SPRINGBROOK 1.0	25.5				s **8.56**				s10.55					s 5.17				s 7.13								10.05	15 PW
	WEB (Spur) 1.3	24.5																										3
	REX 1.4	23.2				f 8.47				f10.47					f 5.09				f 7.05								9.50	12 P
	CHEHALEM 0.4	21.8				f 8.42				f10.43					f 5.05				f 7.02								9.45	12 P
	VOTAW 1.3	21.4				8.41				10.42					5.04				7.01								9.40	11
	MIDDLETON (Spur) 1.5	20.1				s 8.37				s10.38					s 5.00				s 6.57								9.35	7 P
D	SHERWOOD 1.3	18.6				s 8.33				s10.34					s 4.56				s 6.53								**9.24**	25
	FORD (Spur) 0.9	17.3				8.28				10.30					4.52				6.49								9.05	4
	CIPOLE (Spur) 0.8	16.4				f 8.26				f10.28					f 4.50				f 6.47								9.00	14 P
	HERRMAN (Spur) 1.3	15.6				f 8.24				f10.26					f 4.48				f 6.45								8.53	7
	TUALATIN 0.5	14.3				s 8.22				s10.24					s **4.44**				s 6.43								8.50	20 P
	GALBRAITH (No Siding) 1.6	13.8								f									f									
R	**COOK** 0.5	12.2				f 8.18		AM A s **9.39**		f10.20					f 4.36			PM A s 6.17	f 6.39						AM A 1.10	AM A **7.10**	8.41	51 PY
	BRYANT (No Siding) 1.3	11.7				f 8.17		9.38		f10.18					f 4.34			f 6.16	f 6.38									
	GOODIN 2.0	10.4				f				f					f			f	f									P
DR	**OSWEGO** 0.3	8.4	AM A s 5.50	AM A s 7.05	AM A s 7.40	s 8.10	AM A s 8.25	**9.30** AM L	AM A s 9.40	s10.10	AM A s10.55	PM A s 1.15	PM A s **2.30**	PM A s 3.45	s **4.25**	PM A s 4.50	PM A s 5.40	s 6.10	s 6.30	PM A s 6.55	PM A s 8.35	PM A s 9.50	PM A s11.05	AM A s12.20	12.55 AM L	6.55 AM L	8.25 AM L	25
	WILSONIA (No siding) 0.5	8.1	f 5.49	s 7.04	s 7.39	8.08	s 8.24		s 9.39	f10.09	s10.54	s 1.14	s 2.29	s 3.44	4.24	s 4.49	s 5.39	s 6.09	f 6.29	s 6.54	s 8.34	s 9.49	s11.04	s12.19				
	BRIARWOOD (No siding) 0.2	7.6	f	f	f		f		f	f	f	f	f	f		f	f	f	f	f	f	f	f	f				
	ROCK SPUR 0.6	7.4	f 5.47	f 7.02	f 7.37	8.07	f 8.22		f 9.37	f10.07	f10.52	f 1.12	f 2.27	f 3.42	4.22	f 4.47	f 5.37	f 6.07	f 6.27	f 6.52	f 8.32	f 9.47	f11.02	f12.17				2
	ELK ROCK (Spur) 0.2	6.8	f 5.43	f 6.58	f 7.33	**8.05**	f 8.18		f 9.34	f10.03	f10.48	f 1.08	f 2.24	f 3.38	4.18	f 4.43	f 5.33	f 6.04	f 6.23	f 6.48	f 8.28	f 9.43	f10.58	f12.13				7 P
	RIVERWOOD (No siding) 0.3	6.6	f	s	s		s		s	f	s	s	s	s		s	s	s	f	s	s	s	s	s				
	RIVERA 0.2	6.3	f 5.42	s 6.57	s **7.32**	8.04	s 8.17		s 9.33	f **10.02**	s10.47	s 1.07	s 2.23	s 3.37	4.17	s 4.42	s 5.32	s 6.03	f 6.21	s 6.47	s 8.27	s 9.42	s10.57	s12.12				10 P
	RIVERDALE (No siding) 0.3	6.1	f 5.41	s 6.56	s 7.26	8.03	s 8.16		s 9.32	f10.01	s10.46	s 1.06	s 2.22	s 3.36	4.16	s 4.41	s 5.31	s 6.02	f 6.20	s 6.46	s 8.26	s 9.41	s10.56	s12.11				
	EWAHWE (No siding) 0.9	5.8	f 5.40	s 6.55	s 7.25	8.02	s 8.15		s 9.31	f10.00	f10.45	f 1.05	f 2.21	f 3.35	4.15	f 4.40	f 5.30	f 6.01	f 6.19	f 6.45	f 8.25	f 9.40	f10.55	f12.10				
	CEMETERY 0.6	4.9	f 5.37	s 6.52	s **7.22**	8.00	s **8.12**		s 9.27	f **9.57**	f10.42	f 1.02	s **2.18**	f 3.32	4.12	f **4.37**	f 5.27	f **5.58**	f 6.16	f 6.42	f 8.22	f 9.37	f10.52	f12.07				18 P
	FULTON (No siding) 04.	4.3	f 5.35	s 6.50	s 7.19	7.59	s 8.10		s 9.25	f 9.55	f10.40	f 1.00	f 2.15	f 3.30	4.10	f 4.35	f 5.25	f 5.55	f 6.14	f 6.40	f 8.20	f 9.35	s10.50	s12.05				
	SOUTHERN PORTLAND (Spur) 0.8	3.9	f 5.34	s 6.49	s 7.18	7.58	s 8.09		s 9.24	f 9.54	s10.39	s12.59	s 2.14	s 3.29	4.09	s 4.34	s 5.24	s 5.54	f 6.13	s 6.39	s 8.19	s 9.34	s10.49	s12.04				2
	ZIMMERMAN (Spur) 0.2	3.1	f 5.31	f 6.46	f 7.16	7.56	f 8.06		f 9.21	f 9.51	f10.36	f12.56	f 2.11	f 3.26	4.06	f 4.31	f **5.20**	f 5.51	f 6.10	f 6.36	f 8.16	f 9.31	f10.46	f12.01				10
	MULBOX (Spur) 0.1	2.9	f 5.30	f 6.45	f 7.15	7.55	f 8.05		f 9.20	f 9.50	f10.35	f12.55	f 2.10	f 3.25	4.05	f 4.30	f 5.18	f 5.50	f 6.09	f 6.35	f 8.15	f 9.30	f10.45	AM f11.59				6
	THORSEN (Spur) 0.6	2.8																										4
	TURNTABLE 0.8	2.2	f 5.28	f 6.43	f 7.13	7.53	f 8.03		f 9.18	f 9.48	f10.33	f12.53	f 2.08	f 3.23	4.03	f 4.28	f 5.17	f 5.48	f **6.07**	f 6.33	f 8.13	f 9.28	f10.43	f11.57				11 P
DR	**JEFFERSON ST. DEPOT** 0.3	1.4	s 5.25	s 6.40	s 7.10	s **7.50**	s 8.00		s 9.15	s 9.45	s10.30	s12.50	s 2.05	s 3.20	4 00 PM L	s 4.25	s **5.15**	s 5.45	s 6.03	s 6.30	s 8.10	s 9.25	s10.40	s11.54				25 T
	4TH & JEFFERSON STS. 0.6	1.1	5.20	6.35	7.05	**7.40**	**7.55**		9.10	9.40	10.25	12.45	2.00	**3.15**		4.20	5.10	5.40	5.58	6.25	8.05	9.20	10.35	11.50				
	BURNSIDE ST. 0.5	0.5	5.15 AM L	6.30 AM L	7.00 AM L	s 7.35	7.45 AM A		9.05 AM L	s 9.33	10.20 AM L	s12.38	1.55 PM L	3.10 PM L		s 4.13	5.05 PM L	**5.35** PM L	s **5.53**	6.20 PM L	8.00 PM L	9.15 PM L	10.30 PM L	11.45 PM L				
DNR	**PORTLAND**	0.0				7.30 AM L				9.30 AM L		12.35 PM L				4.10 PM L			5.50 PM L									
	37.9		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	
	Time Over District		0.35	0.35	0.40	2 03	0 40	0.09	0.35	2.00	0.35	0.40	0.35	0.35	1.53	1.59	0.35	0.42	1.59	0.35	0.35	0.35	0.35	0.35	0.15	0.15	3.25	
	Average Speed per Hour		14.45	14.45	11.85	18.48	11.85	23.10	14.45	18.94	14.45	14.35	14.45	14.45	19.38	19.10	14.45	16.71	19.10	14.45	14.45	14.45	14.45	14.45	16.19	16.19	8.61	

Westward trains are superior to trains of same class in opposite direction (See Rule 72). **See pages 10 and 11 for additional trains between Portland and 4th and Jefferson Sts.** All trains stop for passengers at Flanders, Stark, Washington, Morrison, Yamhill and Salmon Sts., Portland, and except No. 141 on flag at Lake Grove. No. 351 will stop at Meridan St., Newberg, daily except Saturday and Sunday.

Eastward

FROM SAN FRANCISCO

Time Table No. 78
March 29, 1914

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	Second Class				First Class											DISTANCE FROM CORVALLIS		STATIONS
	234 Way Freight Daily Ex. Sun	232 Way Freight Daily Ex. Sun.	236 Freight Daily Ex. Sun.	230 Freight Daily	352 Airlie Electric Daily	102 Eugene Electric Daily	108 McMinnville Electric Daily	142 P. R. & N. Passenger Daily	110 ForestGrove Electric Daily	358 McMinnville Electric Daily	354 Corvallis Electric Daily	104 Willamina Electric Daily	112 Beaverton Electric Daily	356 McMinnville Electric Daily	106 McMinnville Electric Daily			
16 WY		AM L 9.05	AM L 8.40		PM L 3.15	PM L 3.30					AM L 7.53	AM L 8.03				42.2	DR	WHITESON 4.2
50	AM L 7.30	10.00	9.00	AM L 5.15	s 3.25	s 3.43	PM L 1.10			PM L 12.40	s 8.02	s 8.12		AM L 6.00	AM L 5.45	46.5	DR	McMINNVILLE 3.1
22 PFY	7.45	10.15 AM A	9.15 AM A	5.25	s 3.33 PM A	s 3.49	s 1.15			s12.45 PM A	s 8.09 AM A	s 8.19		s 6.05 AM A	s 5.50	49.7	R	ST. JOSEPH 4.3
30	8.26					s 3.58	s 1.22					s 8.26			s 5.57	53.8	D	CARLTON 3.4
20 P	9.06			6.02		s 4.07	s 1.28					s 8.32			s 6.02	57.2		YAMHILL 2.4
14 P	9.15,					f 4.13	f 1.33					f 8.37			f 6.07	59.6		COVE ORCHARD (Spur) 2.6
8 P	9.25					f 4.19	f 1.39					f 8.42			f 6.12	62.2		WAPATO (Spur) 2.4
17 W	9.40					s 4.25	s 1.45					s 8.47			s 6.17	64.6	D	GASTON 0.7
31 P	9.45			6.55		s 4.27	f 1.47					s 8.49			f 6.19	65.3		PATTON 1.1
20 P	9.50					f 4.29	f 1.50					f 8.52			f 6.21	66.4		SEGHERS (Spur) 2.1
21 P	10.10					s 4.35	s 1.54					s 8.56			s 6.25	68.5		DILLEY 2.0
10						s 4.42	s 2.00		PM L 12.45			s 9.02			s 6.31	70.5	DR	FOREST GROVE (City Sta.) 2.7
27	10.30			7 15												70.1	D	1.6 FOREST GROVE 2.3
28 P	10.38					s 4.48	s 2.05		s12.50			s 9.07			s 6.37	72.4		CORNELIUS 1.9
3 P						4.51	f 2.08		f12.53			f 9.10			f 6.40	74.3		JOBE 2.2
						s 4.58	s 2.15		s 1.00			s 9.15			s 6.47	76.5		HILLSBORO (City Sta.) 2.1
75 Y	10.57			7.40				PM L 1.37								76.0	DR	1.7 HILLSBORO 1.6
7 P	11.50					5.05	f 2.20	1.41	f 1.05			f 9.22			f 6.53	77.6		NEWTON (Spur) 1.0
10 P	PM 12.01					5.07	f 2.22	1.43	f 1.07			f 9.24			f 6.55	78.6		DUNZER (Spur) 0.7
	12.05					5.09	f 2.23	1.44	f 1.08			f 9.25			f 6.56	79.6		WITCH HAZEL (No Siding) 1.3
19 P	12.20			8.03		s 5.11	s 2.25	1.46	s 1.10			s 9.28			s 6.59	80.6		REEDVILLE 1.5
8 P	12.30					s 5.14	s 2.28	1.49	s 1.13			f 9.31			s 7.02	82.1		ALOHA 0.7
7 P	12.35					5.16	s 2.30	1.50	s 1.15			f 9.33			s 7.04	82.8		HUBER 1.1
4 PW	12.40					f 5.18	f 2.32	1.52	f 1.17			f 9.35			s 7.07	83.9		ST. MARYS 1.2
18 T	12.45 PM A			8.25 AM A		s 5.22	s 2.36	s 1.55 PM A	s 1.21			s 9.39	AM L 6.20		s 7.11	85.1	DR	BEAVERTON 2.3
						5.27	f 2.42		f 1.27			f 9.45	f 6.25		s 7.17	87.4		RALEIGH (O. E. Crossing) (No siding) 0.8
6						5.29	f 2.44		f 1.29			f 9.47	f 6.27		f 7.19	88.2		OLSEN (Spur) 0.3
6 P						f 5.30	f 2.46		f 1.30			f 9.48	f 6.28		s 7.20	88.5		SHATTUCK (Spur) 2.2
21 P						s 5.35	s 2.52		s 1.36			s 9.54	s 6.33		s 7.25	90.6		BERTHA 2.8
13 P						f 5.41	f 2.58		f 1.42			f10.00	f 6.39		f 7.35	93.5		BANCROFT (Spur) 1.6
						5.50	3.08		1.53			10.10	6.50		7.45	95.1		4TH & JEFFERSON STS. 0.6
						s 5.55	s 3.15		s 2.00			s10.15	s 6.55 AM A		s 7.50	95.7		BURNSIDE ST. 0.5
						s 6.05 PM A	s 3.20 PM A		s 2.05 PM A			s10.25 AM A			s 8.00 AM A	96.2	DNR	PORTLAND
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			54.0
	5.15	1.10	0.35	3.10	0.18	2.35	2.10	0.18	1 20	0.05	0.16	2.22	0.35	0.05	2.15			Time Over District
	8.16	6.25	12.51	12.21	24.33	20.90	22.98	30.30	19.80	37.20	27.37	22.81	19.00	37.20	22.14			Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). **See pages 8 and 9 for additional trains between Portland and 4th and Jefferson Sts.** All trains stop for passengers at Salmon, Morrison, Washington, Stark and Flanders Sts., Portland. Additional flag stops all trains except No. 102 Hooker St., Portland, Harlem between Bertha and Shattuck, Woodrow between Harlem and Shattuck, Mott's farm, one mile East of Beaverton, West of 6th on Main St., East of P. R. & N. Cssg, and Fir St., Hillsboro, 9th St. 1.3 miles East of Forest Grove City station, on 1st Avenue between 3rd and 4th Sts. and between 5th and 6th Sts., also on A St. between 3rd and 4th Avenues, Forest Grove, and one mile East of Dilley; No. 105 on flag Howe's farm M. P. 45.3. No. 142 stops to let off passengers from West of Hillsboro. No. 236 will carry passengers.

TOWARD SAN FRANCISCO

Westward

Time Table No. 78
March 29, 1914

	STATIONS		DISTANCE FROM PORTLAND	First Class										Second Class				Capacity of Sidings in Cars and Location of ecales, water, fuel and turning stations.	
				101 Eugene Electric Daily	351 Airlie Electric Daily	107 McMinnville Electric Daily	141 P. R. & N. Passenger Daily	109 ForestGrove Electric Daily	355 McMinnville Electric Daily	103 Willamina Electric Daily	353 Corvallis Electric Daily	105 McMinnville Electric Daily	357 McMinnville Electri Daily	229 Freight Daily	235 Freight Daily Ex. Sun.	233 Way Freight Daily Ex. Sun.	231 Way Freight Daily Ex. Sun.		
DR	**WHITESON**	4.2	54.0	AM A 9.40	AM A s 9.50					PM A s 6.00	PM A s 6.10				AM A 10.30		PM A 12.45	16	WY
DR	**McMINNVILLE**	3.1	49.8	s **9.30**	s **9.42**	AM A s10.55			AM A s11.40	s 5.50	s 6.01	PM A s 7.50	PM A s 8.00	AM A 5.00	**10.00**	PM A 2.30	12.30	50	
R	**ST. JOSEPH**	4.3	46.7	s **9.20**	9.34 AM L	s10.47			11.31 AM L	s 5.39	5.54 PM L	s 7.40	7.50 PM L	4.45	9.44 AM L	2.05	PM 11.55 AM L	22	PFY
D	CARLTON	3.4	42.4	s 9.12		s10.39				s 5.31		s 7.33				1.45		30	
	YAMHILL	2.4	39.0	s **9.06**		s10.32				s 5.25		s 7.27		4.10		**1.28**		20	P
	COVE ORCHARD (Spur)	2.6	36.6	f 9.01		f10.27				f 5.20		f 7.22				12.55		14	P
	WAPATO (Spur)	2.4	34.0	f 8.56		f10.22				f 5.15		f 7.17				12.40		8	P
D	GASTON	0.7	31.6	s 8.51		s10.17				s 5.10		s 7.12				12.30		17	W
	PATTON	1.1	30.9	s **8.49**		f10.15				s 5.08		f 7.10		3.35		PM 11.50		31	P
	SEGHERS (Spur)	2.1	29.8	f 8.47		f10.13				f 5.06		f 7.08				11.40		20	P
	DILLEY	2.0	27.7	s 8.43		s**10.10**				s 5.02		s 7.05				11.30		21	P
DR	**FOREST GROVE** (City Sta.)	2.7	26.5	s 8.35		s10.02		AM A s11.17		s 4.55		6.57						10	
D	FOREST GROVE	1.6 2.3	26.1											3.05		11.00		27	
	CORNELIUS	1.9	23.8	s 8.25		s 9.53		s11.09		s **4.48**		s 6.49				**10.38**		28	P
	JOBE	2.2	21.9	8.20		f 9.47		f11.02		f 4.36		f 6.42						3	P
	HILLSBORO (City Sta.)	2.1	20.7	s 8.15		s **9.42**		s**10.57**		s 4.30		s 6.37							
DR	**HILLSBORO**	1.7 1.6	20.2				AM A s10.24							2.45		**10.00** **9.10**		75	Y
	NEWTON (Spur)	1.0	18.6	8.08		f 9.35	10.18	f10.51		f 4.23		f 6.31				9.00		7	P
	DUNZER (Spur)	0.7	17.6	8.06		f 9.33	10.15	f10.49		f 4.21		f 6.29				8.55		10	P
	WITCH HAZEL (No siding)	1.3	16.9	8.05		f 9.31	10.14	f10.47		f 4.20		f 6.27				8.50			
	REEDVILLE	1.5	15.6	s **8.03**		s **9.28**	10.11	s10.45		s 4.18		s 6.25				8.45		19	P
	ALOHA	0.7	14.1	s 8.00		f 9.25	10.07	f10.42		f 4.15		s 6.22						3	P
	HUBER	1.1	13.4			f 9.24	10.06	f10.41		f 4.14		s 6.21						7	P
	ST. MARYS (Spur)	1.2	12.3	f 7.57		f 9.22	10.04	f10.39		f 4.12		s 6.19						4	PW
DR	**BEAVERTON** (O. E. Crossing)	2.3	11.1	s 7.55		s 9.20	10.01 AM L	s10.37		s 4.10		s 6.17		1.50 AM L		**8.25** AM L		18	T
	RALEIGH (No siding)	0.8	8.8	7.50		f 9.16		f10.33		f 4.05		s 6.13							
	OLSEN (Spur)	0.3	8.0	7.47		f 9.14		f10.31		f 4.02		f 6.11						6	
	SHATTUCK (Spur)	2.2	7.7	f 7.46		f 9.13		f10.30		f 4.01		s 6.10						6	P
	BERTHA	2.8	5.5	s 7.42		s 9.09		s10.26		s 3.57		s 6.06						21	P
	BANCROFT (Spur)	1.6	2.7	f **7.35**		s 9.03		s10.20		f 3.50		f 6.00						13	P
	4TH & JEFFERSON STS.	0.6	1.1	7.25		8.55		**10.10**		3.40		**5.50**							
	BURNSIDE ST.	0.5	0.5	s 7.18		s 8.48		s10.03		s 3.33		s 5.43							
DNR	**PORTLAND**		0.0	7.15 AM L		8.45 AM L		10.00 AM L		3.30 PM L		**5.40** PM L							
	54.0			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		
	Time Over District			2.25	0.16	2.10	0.23	1.17	0.09	2.30	0.16	2.10	0·10	3.10	0.46	6.05	0.50		
	Average Speed per Hour			22.34	27.37	22.98	23.73	20.92	20.66	21.60	27.37	22.98	18.60	10.32	9.51	5.37	8.76		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). **See pages 8 and 9 for additional trains between Portland and 4th and Jefferson Sts.** All trains stop for passengers at Flanders, Stark, Washington, Morrrison, Yamhill and Salmon Sts., Portland. Additional flag stops all trains except No. 101 Hooker St., Portland, Harlem between Bertha and Shattuck, Woodrow between Harlem and Shattuck, Mott's farm, one mile East of Beaverton, West of 6th St. on Main St., East of P. R. & N. Cssg. and Fir St., Hillsboro, 9th St. 1.3 miles East of Forest Grove City station, on 1st Avenue between 3rd and 4th Sts. and between 5th and 6th Sts., also on A St. between 3rd and 4th Avenues, Forest Grove, and one mile East Dilley; No. 101 on flag Howe's farm, M. P. 45 3. No. 141 stop at stations between Beaverton and Hillsboro to discharge passengers. No. 235 will carry passengers.

JUNCTION CITY SUBDIVISION

Eastward		FROM SAN FRANCISCO						Time Table No. 78 March 29, 1914		TOWARD SAN FRANCISCO			Westward
Capacity of Sidings in cars and location of scales, water, fuel and turning stations		Second Class	First Class			DISTANCE FROM CORVALLIS		STATIONS	DISTANCE FROM PORTLAND	First Class			Second Class
		232 Way Freight Daily Ex. Sun.	138 Motor Daily	102 Eugene Passenger Daily	354 Corvallis Passenger Daily					101 Eugene Passenger Daily	137 Motor Daily	353 Corvallis Passenger Daily	231 Way Freight Daily Ex. Sun.
60	Y	AM L 6.40		PM L 1.15	AM L 6.15	0.0	DR	**CORVALLIS**	96.2	PM A s12.01		PM A s 8.15	PM A 4.45
								1.4					
		6.48		s 1.25	s 6.21	1.4		**C. & E. CROSSING**	94.8	s11.51		s 8.07	4.35
								3.9					
5		6.58		f 1.34	f 6.28	5.3		LEWISBURG (Spur)	90.9	f11.34		s 7.57	4.20
								2.5					
5	W	7.05		f 1.41	f 6.34	7.8		CALLOWAY (Spur)	88.4	f11.28		f 7.51	4.10
								2.6					
23		7.12		s 1.47	s 6.39	10.4		WELLSDALE	85.8	s11.21		s 7.45	4.00
								3.1					
23		7.22		s 1.54	s 6.45	13.5		SUVER	82.7	s11.13		s 7.38	3.40
								2.0					
20		7.29		s 1.59	s 6.50	15.5		PARKER	80.7	s11.07		s 7.33	3.30
								3.0					
297						18.5		WIGRICH JCT. (Spur)	77.7				
								2.3					
20	T	7.50	PM L 4.30	s 2.14	s 7.05	20.5	DR	**INDEPENDENCE**	75.4	s10.52	PM A s 4.25	s 7.15	3.10
								5.1					
			s 4.44 PM A	f 2.27	s 7.19	25.7	R	**GERLINGER**	70.3	f10.38	4.12 PM L	s 7.00	2.35
								0.7 (S.P.C.&W. Crossing)					
22	W	8.08		s **2.31**	s 7.21	26.6		DERRY	69.6	s10.33		s 6.56	**2.31**
								3.3					
10		8.18		f 2.40	f 7.27	30.0		CROWLEY (Spur)	66.3	f10.24		f 6.48	2.00
								4.4					
22		8.33		s 2.50	s 7.35	34.4		McCOY	61.9	s10.16		s 6.37	1.45
								5.3					
32		8.50		s 3.00	s 7.46	39.7		AMITY	56.6	s10.06		s 6.24	1.30
								2.6					
16	WY	9.00 AM A		s 3.10 PM A	s 7.51 AM A	42.2	DR	**WHITESON**	54.0	10.00 AM L		6.16 PM L	1.00 PM L
								42.2					
		Daily Ex. Sun.	Daily	Daily	Daily					Daily	Daily	Daily	Daily Ex. Sun.
		2.20	0.14	1.55	1.36			Time Over District		2.01	0.13	1.59	3.45
		18.04	21.00	22.01	26.37			Average Speed per Hour		20.92	22.60	21.27	11.25

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Additional flag stops: Nos. 137 and 138—O'Brien place, between Independence and Gerlinger and Grant Street, Independence.

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations		Second Class				First Class				DISTANCE FROM AIRLIE AND BRANCH TERMINALS		Time Table No. 78 March 29, 1914	DISTANCE FROM PORTLAND VIA JEFFERSON ST.	First Class				Second Class			
		380	378	376	236	386	352	384	104					383	351	103	385	235	375	377	379
		Mixed	Mixed	Mixed	Way Freight	Motor	Airlie Passenger	Motor	Willamina Passenger			STATIONS		Motor	Airlie Passenger	Willamina Passenger	Motor	Way Freight	Mixed	Mixed	Mixed
		Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
10	T				AM L 6.00		PM L 1.00			0.0	R	**AIRLIE** 2.2	81.4		AM A s11.59			PM A 2.00			
3					6.07		f 1.07			2.2		SIMPSON (Spur) 1.7	79.2		f11.50			1.50			
2					6.13		f 1.13			3.9		STRONG (Spur) 1.5	77.5		f11.43			1.45			
7					6.18		f 1.18			5.4		LUCKIAMUTE (Spur) 3.8	76.0		f11.38			1.40			
9	Y				6.35	PM L 8.00	s 1.30	AM L 8.20		9.2	DR	**MONMOUTH** 3.0	72.2	AM A s 8.15	s11.27		PM A s 7.55	1.30			
					6.45	f 8.09	f 1.40	f 8.29		12.2		MULKEY (No siding) 3.8	69.2	f 8.06	f11.17		f 7.46	1.00			
										16.0		S. F. C. & W. CROSSING 0 4	65.4								
26	WY				7.10	s 8.25 PM A	s 2.00	s 8.45 AM A		16.4	DR	**DALLAS** 3.2	65.0	7.50 AM L	s11.07		7.30 PM L	12.45			
9					7.30		f 2.10			19.6		POLK 2.8	61.8		f10.56			12.25			
16					7.40		f 2.21			22.4		SMITHFIELD 4.5	59.0		f10.44			12.05			
6					7.57		s 2.33			26.9		PERRYDALE 2.2	54.5		s10.32			PM 11.45			
21	T	PM L 2.00	AM L 9.50	AM L 7.20					AM L 7.10	0.0	DR	**SHERIDAN** 4.2	59.3			PM A s 7.00			AM A s 8.50	AM A s11.00	PM A s 3.10
15		s 2.20	s10.10	s 7.40					s 7.23	4.2		BALLSTON 2.8	55.1			s 6.45			s 8.30	s10.40	s 2.50
	I	s 2.30 PM A	s10.20 AM A	s 7.50 AM A	8.10		s 2.41		s 7.31	29.1	R	**BROADMEAD** 0.5	52.3		s10.25	s 6.36		11.30	8.20 AM L	10.30 AM L	2.40 PM L
7					8.12		f 2.43		f 7.32	29.6		WINCH (Spur) 2.1	51.8		f10.19	f 6.33		11.15			
4					8.18		f 2.49		f 7.37	31.7		HARRISON (Spur) 0.8	49.7		f10.14	f 6.28		11.05			
22					8.21		f 2.52		f 7.39	32.5		BRIEDWELL 2.3	48.9		f10.11	f 6.25		11.00			
4					8.29		f 2.59		f 7.45	34.8		HOLMES (Spur) 1.4	46.6		f10.04	f 6.19		10.50			
16	WY				8.33 AM A		s 3.03 PM A		s 7.50 AM A	36.2	DR	**WHITESON**	45.2		10.00 AM L	6.15 PM L		10.40 AM L			
		Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily			36.2		Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
		0.30	0.30	0.30	2.33	0.25	2.03	0.25	0.40			Time Over District		0.25	1.59	0.45	0.25	3.20	0.30	0.30	0.30
		14.00	14.00	14.00	14.00	17.04	17.65	17.04	21.15			Average Speed per Hour		17.04	18.25	18.40	17.04	10.86	14.00	14.00	14.00

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 376 is superior to No. 375; No. 378 is superior to No. 377; No. 380 is superior to No. 379. Nos. 235 and 236 will carry passengers.

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		Eastward FROM SAN FRANCISCO						Time Table No. 78 March 29, 1914		TOWARD SAN FRANCISCO Westward				
		Second Class			First Class					First Class		Second Class		
		234 Way Freight Daily Ex. Sun.	232 Way Freight Daily Ex. Sun.	230 Freight Daily	142 P. R. & N. Passenger Daily	DISTANCE FROM BEAVERTON		STATIONS	DISTANCE FROM PORTLAND	141 P. R. & N. Passenger Daily	323 Beaverton Electric Daily	229 Freight Daily	233 Way Freight Daily Ex. Sun.	231 Way Freight Daily Ex. Sun.
		PM L		AM L	PM L					AM A	PM A	AM A	AM A	
18	T	1.00		8.30	1.56	0.0	DR	BEAVERTON	20.4	s10.00	s 6.35	1.45	8.05	
								2.2						
5		1.10			f 2.03	2.2		FANNO (Spur)	18.2	f 9.54	f 6.28		7.55	
								0.9						
6	P	1.15			f 2.05	3.1		ROBINSON (Spur)	17.3	f 9.52	f 6.26		7.50	
								0.7						
						3.8		O. E. CROSSING	16.6					
								0.8						
8	P	1.25		8.45	f 2.09	4.6		TIGARD	15.8	f 9.48	f 6.22	1.25	7.40	
								1.5						
7	P	1.35			2.13	6.1		BONITA (Spur)	14.3	f 9.44	f 6.20		7.30	
								1.3						
51	PY	1.45		9.00	s 2.17	7.4	R	COOK	13.0	9.40	6.17	1.15	7.15	
		PM A		AM A	PM A					AM L	PM L	AM L	AM L	
		For schedule of trains between Oswego and Cook see pages 8 and 9.								For schedule of trains between Oswego and Cook see pages 8 and 9.				
		PM L	PM L	AM L	PM L					AM A		AM A	AM A	AM A
25		3.05	2.55	9.30	s 2.30	11.2	DR	OSWEGO	9.2	s 9.29		12.50	6.50	8.20
								1 1						
48		3.15	3.05	9.39	2.35	12.3		MENEFEE	8.1	9.25		12.43	6.43	8.10
								1.2						
5		3.20	3.10	9.42	s 2.38	13.5		MILWAUKEE	6.9	s 9.23		12.40	6.40	8.07
								1.1						
		3.25	3.15	9.45	2.41	14.6		WILLSBURG JCT.	5.8	9.21		12.38	6.37	8.04
		PM A	PM A	AM A	PM A					AM L		AM L	AM L	AM L
		Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily			10.8		Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
		1.05	0.20	0.45	0.32			Time Over District		0.28	0.18	0.42	1.03	0.16
		9.96	10.20	14.40	20.25			Average Speed per Hour		23.14	24.66	15.42	10.28	12.75

Westward trains are superior to trains of same class in opposite direction (See Rule 72).

SPECIAL RULES

"SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Portland (Grand Central Station).
Portland (Dispatcher's Office).
Jefferson Street Depot.
Canby
Woodburn.
Salem.
Albany.
Junction City.
Eugene.
Roseburg.
Glendale
Grants Pass.
Ashland.
Silverton.
Coburg.
Springfield.
Oakridge.
Dallas.
Sheridan.
Hillsboro.
Forest Grove
McMinnville.
Independence.
Corvallis.

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector	San Francisco
A. & C. FELDENHEIMER, Local Watch Inspectors	Portland
H. A. BELDING, Local Watch Inspector	Portland
H. L. MOORE, Local Watch Inspector	Woodburn
F. M. FRENCH, Local Watch Inspector	Albany
M. L. KREAMER, Local Watch Inspector	Eugene
A. SALISMAN, Local Watch Inspector	Roseburg
B. BARNES, Local Watch Inspector	Grants Pass
H. L. WHITED, Local Watch Inspector	Ashland
D. W. ROOF, Local Watch Inspector	Springfield
W. F. HANNA, Local Watch Inspector	McMinnville
J. H. HOFFMAN, Local Watch Inspector	Hillsboro
E. W. S. PRATT, Local Watch Inspector	Corvallis

BULLETIN STATIONS

Portland (Dispatcher's Office).
Jefferson Street Depot.
Brooklyn.
Canby.
Woodburn.
Salem.
Albany.
Junction City.
Eugene.
Roseburg.
Grants Pass.
Ashland.
Corvallis.
Springfield.
Coburg
Hillsboro.
Forest Grove
McMinnville
Dallas.
Sheridan.

CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and dispatcher's initials, writing same before delivery in blank space following "signal is out for."

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

All trains must obtain clearance card, Form 2643, before leaving Medford, Grants Pass, Eugene, Albany, Salem and Jefferson Street Depot.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

REGISTER EXCEPTIONS.

First-class trains will leave register ticket (Form 2642) with operator at Brooklyn who will register for them.

Trains via detour at Hillsboro will leave register ticket (Form 2642) with operator at Hillsboro City Station who will register for them.

Nos. 141 and 142 will leave register ticket (Form 2642) with the operator at Oswego, who will register for them.

Woodburn: Only trains originating or terminating at Woodburn will register.

Cottage Grove: Only Nos. 19 and 20 will register.

At a station where a train registers by ticket conductor and operator must comply with Rule 96 the same as at a non-register station.

AIR BRAKE TESTS AND INSPECTION.

Air brakes must be tested whenever the train line is broken as per Air Brake Rule 14. When signal from rear of train cannot be seen owing to foggy weather or position of train on curve, engineer will sound one blast of the steam whistle and rear brakeman will apply brakes as required in Rule 14. Engineer should watch gauge and if proper reduction made acknowledge same by two short blasts of the steam whistle. This test should also be made on eastward trains at Bertha and Grants Pass and westward trains at Glendale. Rule 24 should be observed when helper engines are cut out or picked up ahead of the regular engine.

Retainers must be turned up on passenger and freight trains westward, from Tunnel 8 to Wolf Creek, Tunnel 9 to Merlin and Dimmick to Grants Pass; eastward, from Dimmick to Merlin, Tunnel 9 to Leland, Tunnel 8 to Glendale; also on eastward and westward freight trains, Rice Hill to foot of grade, and from Divide to Comstock, westward.

The following points are designated for careful inspection of running gear, brake and draft rigging of trains by freight train crews: Woodburn, Salem, Albany, Eugene, Cottage Grove, Drain, Glendale, Grants Pass, Medford, Silverton, Lebanon, Newberg, Whiteson, Beaverton and Independence. Westbound freight trains will stop at Hugo five minutes to permit cooling and a superficial examination. Train crew should make careful inspection of trains at any point where trains stop, or at points where slow movement of train would permit trainmen to stand on ground and watch for defects as train is pulled past.

AUTOMATIC BLOCK SIGNALS.

On single track trains will wait five minutes in accordance with Rule 504 before following flagman. Excepting between Willsburg Junction and East Morrison Street trains stopped by block signal will wait one minute then proceed under control, not exceeding six miles per hour, to next signal.

On single track within automatic block signal limits last portion of Rule 86 will not apply.

LOCATION OF INTERLOCKING PLANTS.

Willamette River Bridge between East Portland and Portland.
Oregon Electric crossing east of Beaverton.
Oregon Electric crossing between Tigard and Robinson.

SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour, and no train shall exceed a speed of 25 miles per hour around curves of 7 degrees or over.

Speed of Consolidation and Mikado Engines (2500, 2800 and 3200 class) restricted to a maximum of 35 miles per hour, and 20 miles per hour around curves of 7 degrees or over.

Pacific Type, Atlantic Type and 2300 class Engines restricted to 30 miles per hour between M. P. 642 and 645, and 35 miles per hour between Comstock and Drain; 30 miles per hour between and Sutherlin and Green. Consolidated and Mikado Engines 25 miles per hour between M. P. 642 and 645, and Sutherlin and Green.

Maximum Speed Engines running light as follows: Atlantic Type, 50; Pacific Type, 50; Ten-wheel Vauclain Compound, 45; Ten-wheel changed to simple, 45; Ten-wheel Nos. 2301 to 2352, inclusive, 45; Eight-wheel American Type, 50; Consolidation Type, 35; Mikado Type, 35; Mogul Type, simple and compound, 45; Switch Engines, 20 miles per hour. Maximum speed engines backing up on main line between Ashland and Portland, 25 miles per hour; all branch lines, 20 miles per hour,

Trains handling Steam Wrecking Crane must not exceed 25 miles per hour.

Trains handling logs not chained must not exceed 6 miles per hour over truss bridges, around sharp curves and passing through stations.

Trains must reduce speed to 6 miles per hour in passing over facing point spring switches on Fourth and Jefferson Streets, Portland; 10 miles per hour on Fourth and Jefferson Streets, Portland; over Willamette River Bridge, Portland, Elk Rock trestle, passing Shop buildings, Brooklyn, over Clackamas Southern Railway Crossing east of Oregon City, and over grade crossings between Willsburg Junction and Brooklyn; 15 miles per hour on curve one mile west of Oregon City and over trestle approaches to Willamette River bridge between Oswego and Milwaukee; 20 miles per hour at Rock Point where track approaches the river west of New Era; around curves east and west of Clackamas and Winchester bridges; and Willamette River bridge between Harrisburg and Junction City; and between Brownsville and Rowland.

The following speed table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified above.

	Passenger.	Freight.
Portland-Divide	50	30
Divide-Comstock	25	18
Comstock-Cornutt	45	25
Cornutt-West Fork	30	20
West Fork-Reuben	25	18
Reuben-Grants Pass	45	25
Grants Pass-Ashland	50	30
Portland-McCoy	50	30
McCoy-Crowley	35	25
Crowley-Corvallis	40	25
Salem-Geer	35	25
Portland (Jefferson Street)-Oswego	25	18
Oswego-St. Joseph	50	30
Willsburg Junction-Beaverton	50	30
Whiteson-Airlie	25	18
Broadmead-Sheridan	25	18
Woodburn-Springfield	30	22
Springfield-Natron	25	18
Natron-Oakridge	50	30
Mohawk Junction-Wendling	25	18
Lebanon-Albany Junction	30	22

Speed of trains regulated by ordinance through city limits, or between points designated by slow boards within certain city limits.

	Miles per hour.		Miles per hour.
Portland	10	Central Point	10
Oregon City	8	Medford	8
Aurora	15	Talent	15
Hubbard	12	Milwaukee	12
Woodburn	10	Oswego	10
Gervais	15	Beaverton	8
Salem	10	Hillsboro	12
Turner	12	Cornelius	12
Jefferson	20	Carlton	10
Albany	8	McMinnville	12
Halsey	10	Amity	10
Harrisburg	12	Independence	6
Junction City	10	Corvallis	10
Eugene	6	LaFayette	6
Creswell	12	Dallas	6
Yoncalla	6	Monmouth	8
Roseburg	6	Lebanon	12
Rogue River	20	Brownsville	10

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS.

Train employes are cautioned not to lean out of engine cab window while passing over Clackamas River bridge.

Train and enginemen are cautioned to keep a sharp lookout especially on curves on West Side and Yamhill lines, where trolley poles and wires are being put up in connection with electrification work. Avoid coming in contact with these wires as they carry high voltage current. Trolley wire running through Tualatin and South Yamhill River bridges will not clear men on top of box car.

MAIN TRACK LINE UP AT JUNCTIONS.

Junction switches at Cook and Oswego must be left set and locked for movements between Portland and St. Joseph via Rivera and Newberg.

Junction switch at Beaverton must be left set and locked for movements via Hillsboro-Bertha line.

SPECIAL RULES—Continued

Junction switch (second connection east of crossing) at Dallas must be left set and locked for the S. F. C. & W. connection.

Junction switches of detour at Forest Grove must be left set and locked for movements via Forest Grove City Station.

Junction switch (west leg of wye) at Springfield must be left set and locked for movements via Springfield and Springfieldl Jct. ine.

The junction switch leading to the Jefferson Street line at Fourth and Jefferson Streets, Portland, is a spring switch and will be left as used. Therefore, westward trains must approach this switch under control, expecting to find it lined up against them.

Junction switches for detour at Hillsboro and Newberg must be left set and locked for movements via old line.

YARDS.

All trains must be under control within yard limits as listed below. See Rule 93.

PORTLAND (Portland, yard limits extend to yard signs west of Willsburg Junction. Bancroft and Southern Portland.)
OREGON CITY
CANBY
WOODBURN
SALEM (Salem, yard limits extend to yard sign east of Fair Grounds.
ALBANY (Albany, yard limits extend to yard signs west of Albany Junction.)
JUNCTION CITY
EUGENE (Eugene, yard limits extend to yard sign west of Springfield Junction.)
COTTAGE GROVE (Cottage Grove, yard limits extend to yard sign west of Latham.)
DRAIN
ROSEBURG
WEST FORK
GLENDALE
GRANTS PASS
MEDFORD
ASHLAND
SPRINGFIELD (Springfield, yard limit extends to yard sign east of Fisher-Balle Mills, west of Mohawk Junction; also includes cut-off between Springfield and Springfield Junction.)
COBURG
BROWNSVILLE
OAKRIDGE
LEBANON
SILVERTON
TALLMAN
WENDLING
BEAVERTON
HILLSBORO
FOREST GROVE
CARLTON
ST. JOSEPH
McMINNVILLE
WHITESON
INDEPENDENCE
CORVALLIS
OSWEGO
COOK
NEWBERG
BROADMEAD
SHERIDAN
DALLAS

At Eugene and Canby P. E. & E. trains will use S. P. tracks, and at Salem S. F. C. & W. trains will use S. P. tracks between their connection at Union St. and passenger station; all trains will move under control expecting to find track occupied. S. P. freight trains and yard engines must not delay passenger trains.

Between 6:00 P. M. and 7;00 A. M. trains using the Geer line between main line junction and yard limits, Salem, will move under control expecting to find track occupied by cars and yard engines.

LOCATION WATER TANKS BETWEEN STATIONS.

One half-mile west of Tunnel 9.
One-fourth mile west of Pollard.
Four miles west of Cornutt.
One-eighth mile west of Rock Spur.

MISCELLANEOUS.

Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company while in their yard.

Trains will leave Portland terminal yard only on receiving "Proceed" signal from tower semaphore at Fourth Street, calling for and acknowledging same per Rule 221-A. Fourth Street trains, in and out of Union Depot, Portland, will be governed by position of semaphore at Fourth Street.

Trains consisting of more than 20 cars will cut off engine to take water, and will also cut off way cars before spotting.

Flues of engines must not be sanded while crossing overhead bridges.

Steam engines will not take the sharp curve on the detour at Forest Grove between the wye and new passenger station nor the detour at Hillsboro or Newberg.

Eastward trains must stop before fouling the crossing at Fourth and Jefferson Streets, Portland.

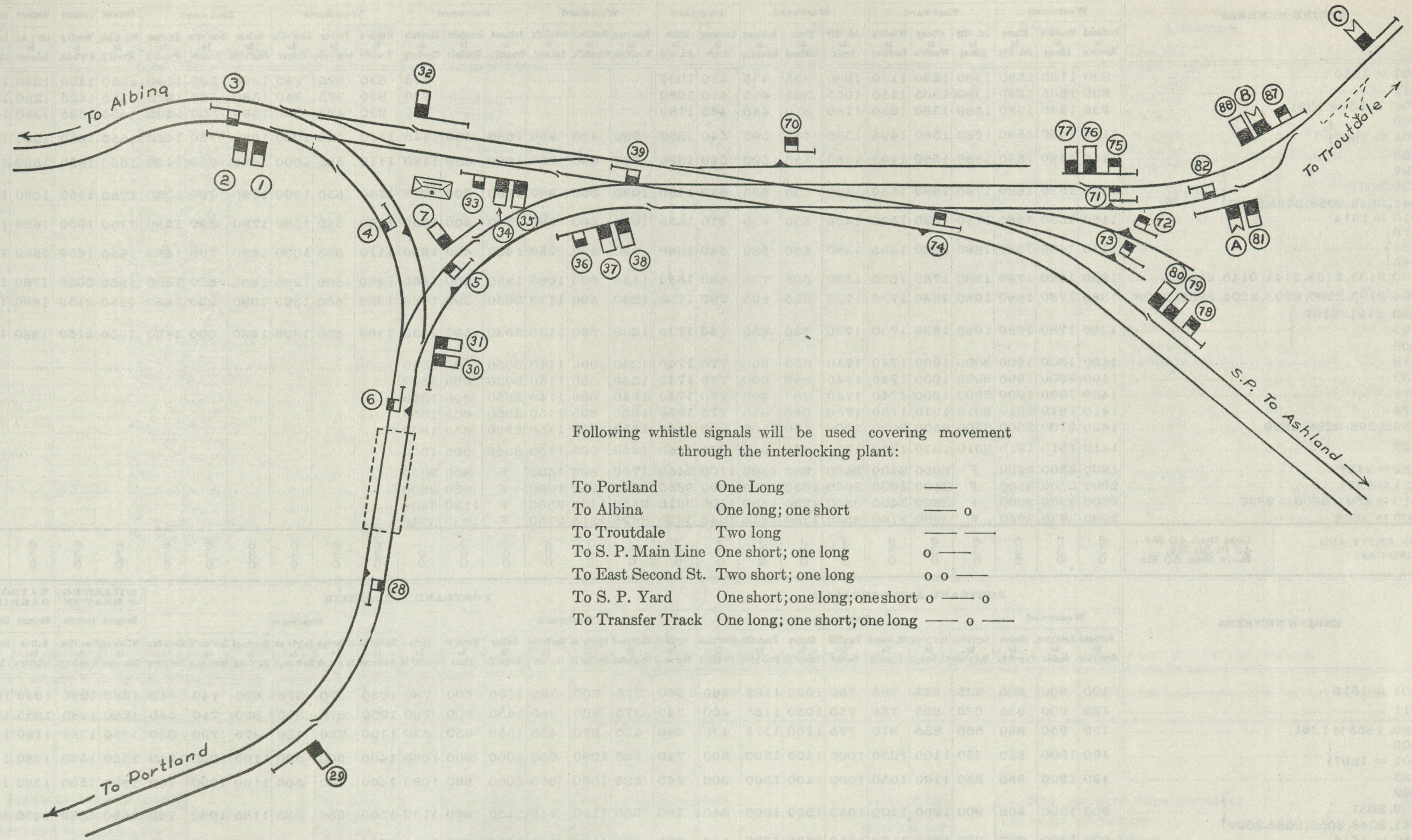
All trains must stop before crossing electric tracks on Fourth and Jefferson Streets, Portland; Oregon Electric tracks at Hillsboro, and Spaulding Logging Co., track at Newberg. Whenever the view of the motorman is obstructed by weather conditions or otherwise, it will be necessary to flag over these crossings.

The dimmer must be used on headlights of all Electric Trains within the City limits of Portland as required by ordinance.

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS

	Wood	Steel
Baggage	75 Ms	88 Ms
Baggage, Mail and Express	66 Ms	93 Ms
Baggage and Passenger	54 Ms	....
Buffet Cars	114 Ms	146 Ms
Business	105 Ms	....
Chair Cars	87 Ms	98 Ms
Coaches (First Class)	71 Ms	92 Ms
Coaches (Second Class)	47 Ms	....
Dining Cars	128 Ms	146 Ms
Dynamo	94 Ms	105 Ms
Horse Express	81 Ms	....
Postal Cars (60 ft.)	....	110 Ms
Postal Cars (40 ft.)	....	77 Ms
Pullman Parlor Cars	121 Ms	....
Pullman Standard Sleepers	128 Ms	150 Ms
Pullman Tourist Sleepers	94 Ms	143 Ms
Observation Cars	122 Ms	145 Ms
Tea and Silk	48 Ms	....

EAST PORTLAND INTERLOCKING PLANT



Following whistle signals will be used covering movement through the interlocking plant:

To Portland	One Long	——
To Albina	One long; one short	—— o
To Troutdale	Two long	—— ——
To S. P. Main Line	One short; one long	o ——
To East Second St.	Two short; one long	o o ——
To S. P. Yard	One short; one long; one short	o —— o
To Transfer Track	One long; one short; one long	—— o ——

This plant will govern the movement of trains between Front Street, Portland, and the junction switches on the Albina Line at East Portland, junction switch on the O.-W. R. & N. Line at Union Avenue and Signals 78, 79 and 80 on the Southern Pacific Tracts at East Portland.

Signal No. 29 will govern the movement of trains from Front Street, Portland, to Signals 30 and 31.
Signal 30 will govern the movement of trains to Albina.
Signal 31 will govern the movement of trains to Signals 36, 37 and 38.
Signal 38 will govern the movement of trains to Signal 81.
Signal 37 will govern the movement of trains to Southern Pacific main line.
Signal 36 will govern the movement of trains to East 2nd Street and to S. P. side tracks leading off eastbound S. P. main line.
Signal 7 will govern the movement of trains over the Willamette River Bridge to Front Street, Portland.
Signal 77 will govern the movement of trains to Signal 7.
Signal 76 will govern the movement of trains to Signal 32.
Signal 75 will govern all switching movements not covered by Signals 76 and 77.
Signal 88 will govern the movement of trains to Signals 75, 76 and 77.
Signal 87 will govern the movement of trains on to Eastward O-W. R. & N. track against current of traffic to Signal 71.
Dwarf Signals 3, 4, 5, 6, 28, 39, 70, 71, 72, 73, 74 and 82 will govern the movement of trains against the current of traffic and switching movements.

Signal 1 will govern the movement of trains to Signals 33, 34 and 35.
Signal 2 will govern the movement of trains over the Willamette River Bridge to Front Street, Portland.
Signal 32 will goven the movement of trains to Albina.
Signal 35 will govern the movement of trains to the S. P. main line.
Signal 34 will govern the movement of trains to Signal 81.
Signal 33 will govern the movement of trains against the current of traffic and switching movements.
Signal 80 will govern the movement of trains to Signal 32.
Signal 79 will govern the movement of trains to Signal 7.
Signal 78 will govern all switching movements not covered by Signals 79 and 80.
Signal 81 will govern the movement of trains out through junction switch to Troutdale.
Signal "A" is a distant signal giving the indication for the eastbound automatic signal at the junction switch at Union Avenue.
Signal "B" is a distant signal that indicates the position of Signal 77 in advance.
Signal "C" located 2000 feet east of Union Avenue is a distant signal indicating the position of Signal 88.

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND JUNCTION CITY						JUNCTION CITY & ROSEBURG					ROSEBURG AND ASHLAND						WOODBURN AND NATRON						M'H'K JC. & WENDLING		ALB'Y JCT. & LEBANON			
		Westward			Eastward			Westward			Eastward		Westward			Eastward			Westward			Eastward			Westward	Eastward	Westward	Eastward		
		Portland to Woodb'n	Woodb'n to Albany	Albany to Jct. City	Jct. City to Albany	Albany to Woodb'n	Woodb'n to Portland	Jct. City to Drain	Drain to Oakland	Oakland to Roseburg	Roseburg to Divide	Divide to Jct. City	Roseburg to WestFork	WestFork to GrantsPs.	GrantsPs. to Ashland	Ashland to GrantsPs.	GrantsPs. to Glendale	Glendale to Roseburg	Woodb'n to Pratum	Pratum to Aum'ville	Aum'ville to Natron	Natron to Aum'ville	Aum'ville to Pratum	Pratum to Woodb'n	M'h'k Jct. to Wendl'g	Wendl'g to M'h'k Jct.	Alb'y Jct. to Lebanon	Lebanon to Alb'y Jct.		
E-63 $\frac{16}{24}$ 44	1501 to 1510	830	1180	1280	1380	1280	1130	1030	325	435	410	1030	......	......	......	......	......	815	830	375	740	1380	500	1100	1350	1400	1280	1380		
E-63 $\frac{16}{24}$ 46	1511	830	1205	1280	1380	1305	1150	1055	325	435	410	1080	......	......	......	......	......	830	830	375	740	1380	500	1205	1350	1425	1280	1380		
E-63 $\frac{17}{24}$ 50	1320, 1355 to 1361	930	1280	1380	1480	1380	1230	1180	370	485	465	1180	......	......	......	......	......	950	930	425	790	1480	500	1205	1450	1525	1380	1480		
M-53 $\frac{17}{24}$ 63	1600	1110	1480	1580	1680	1580	1405	1380	465	590	540	1380	980	430	950	1680	430	1145	1110	525	1000	1680	750	1480	1650	1850	1580	1680		
M-57 $\frac{17}{24}$ 68	1601 to 1607																													
T-57 $\frac{18}{24}$ 68	2025	1110	1480	1580	1680	1580	1405	1380	455	590	540	1380	980	430	950	1680	430	1180	1110	525	1000	1680	750	1480	1650	1850	1580	1680		
T-57 $\frac{18}{24}$ 74	2029	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1275	1180	550	1060	1780	790	1580	1750	1950	1680	1780		
T-57 $\frac{18}{24}$ 70	2030, 2031																													
T-57 $\frac{18}{24}$ 72	2041, 2048, 2058, 2085, 2099																													
M-57 $\frac{18}{24}$ 73	1610 to 1614	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1290	1180	550	1060	1780	790	1580	1750	1950	1680	1780		
E-62 $\frac{18}{26}$ 62	1476	1110	1480	1580	1680	1580	1405	1380	460	580	540	1380	980	430	950	1680	430	1250	1110	525	1000	1680	700	1480	1650	1850	1580	1680		
E-63 $\frac{18}{24}$ 69	1385																													
E-63 $\frac{18}{24}$ 68	1395																													
T-57 $\frac{18}{24}$ 88	2130, 2133, 2138, 2141, 2145, 2148	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	1880	560	1460	1280	600	1200	1880	850	1680	1850	2050	1780	1880		
T-63 $\frac{18}{30}$ 77	2194, 2195, 2200, 2203, 2204, 2205, 2206	1380	1780	1880	1980	1880	1730	1730	625	805	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	900	1880	1950	2150	1880	1980		
T-57 $\frac{18}{30}$ 78	2190, 2191, 2197	1380	1780	1880	1980	1880	1730	1730	640	855	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	900	1880	1950	2150	1880	1980		
T-57 $\frac{18}{30}$ 71	2193																													
T-57 $\frac{18}{30}$ 84	2208																													
T-69 $\frac{20}{26}$ 113	2219	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......		
T-63 $\frac{19}{24}$ 105	2223	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......		
T-63 $\frac{20}{26}$ 112	2271	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......		
T-69 $\frac{20}{28}$ 134	2274	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	2060	605	1550	......	......	......	......	......	......	......	......	......	......		
T-69 $\frac{21}{28}$ 149	2283, 2292, 2298, 2299	1600	2100	2500	2500	2500	2000	2000	750	1100	900	2150	1550	650	1450	2200	650	1800	......	......	......	......	......	......	......	......	......	......		
T-69 $\frac{15\frac{1}{2}\cdot 26}{28}$ 142	2297	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	2060	605	1550	......	......	......	......	......	......	......	......	......	......		
P-77 $\frac{22}{28}$ 141	2422 to 2427	1800	2500	2900	F	2900	2400	2400	980	1300	1100	2450	1700	800	1600	F	800	2000	......	......	......	......	......	......	......	......	......	......		
T-63 $\frac{22}{28}$ 160	2331 to 2351	2000	2700	3100	F	3100	2600	2600	1050	1400	1200	2650	1900	950	1800	F	950	2200	......	......	......	......	......	......	......	......	......	......		
C-57 $\frac{22}{30}$ 187	2513 to 2591, 2800 to 2830	2600	3300	3600	F	3600	3400	3200	1230	1650	1400	3010	2450	1150	2500	F	1120	3400	......	......	......	......	......	......	......	......	......	......		
Mk-57 $\frac{23}{30}$¾ 205	3200 to 3208	2900	3630	3960	F	3960	3740	3520	1350	1815	1540	3310	2695	1215	2750	F	1230	3740	......	......	......	......	......	......	......	......	......	......		
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms. 40 to 50 Ms. More than 50 Ms.	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND CORVALLIS										PORTLAND AND AIRLIE													WILLSB'RG & BEAV'TN		NATRON & OAKRIDGE		GEER AND SALEM	
		Westward			Eastward							Westward						Eastward							Westward	Eastward	Westward	Eastward	Westward	Eastward
		Portland to Beav'rton	Beav'rton to Gaston	Gaston to Corvallis	Corvallis to Ind'p'nce	Ind'p'nce to St. Joseph	St. Joseph to Yamhill	Yamhill to Gaston	Gaston to Reedville	Reedville to Beav'rton	Beav'rton to Portland	Portland to Sherwood	Sherwood to Sp'gbr'ok	Sp'gbr'ok to Smithf'ld	Smithf'ld to Dallas	Dallas to Monm'th	Monm'th to Airlie	Airlie to Smithf'ld	Smithf'ld to Whiteson	St. Joseph to Sp'gbr'ok	Sp'gbr'ok to Sherwood	Sherwood to Portland	Bro'dm'd to Sheri dan	Sheri dan to Bro'dm'd	Willsb'rg to Beav'rton	Beav'rton to Willsb'rg	Natron to Oakridge	Oakridge to Natron	Geer to Salem	Salem to Geer
E-63 $\frac{16}{24}$ 44	1501 to 1510	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	820	740	540	1280	1280	1030	1030	830	1100
E-63 $\frac{16}{24}$ 46	1511	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	820	740	540	1280	1280	1055	1055	830	1205
E-63 $\frac{17}{24}$ 50	1320, 1355 to 1361	130	950	660	660	855	810	775	1100	1175	430	600	425	870	425	1550	650	830	1100	720	420	870	790	600	1380	1380	1180	1180	930	1205
M-53 $\frac{17}{24}$ 63	1600	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1500	1500	1380	1380	1110	1480
M-57 $\frac{17}{24}$ 68	1601 to 1607																													
T-57 $\frac{18}{24}$ 68	2025	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1500	1500	1380	1380	1110	1480
T-57 $\frac{18}{24}$ 74	2029	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1680	1680	1430	1430	1180	1580
T-57 $\frac{18}{24}$ 70	2030, 2031																													
T-57 $\frac{18}{24}$ 72	2041, 2048, 2058, 2085, 2099																													
M-57 $\frac{18}{24}$ 73	1610 to 1614	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1680	1680	1430	1430	1180	1580
E-62 $\frac{18}{26}$ 62	1476	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1580	1580	1380	1380	1110	1480
E-63 $\frac{18}{24}$ 69	1385																													
E-63 $\frac{18}{24}$ 68	1395																													
T-57 $\frac{18}{24}$ 88	2130, 2133, 2138, 2141, 2145, 2148	210	1430	1050	1050	1430	1280	1200	1630	1700	700	800	600	1400	750	2200	900	1200	1550	1050	575	1430	1200	800	1780	1780	1580	1580	1280	1680
T-63 $\frac{18}{30}$ 77	2194, 2195, 2200, 2203, 2204, 2205, 2206	220	1450	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1500	1300	850	1780	1780	1730	1730	1380	1880
T-57 $\frac{18}{30}$ 78	2190, 2191, 2197	220	1500	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1500	1300	850	1780	1780	1730	1730	1380	1880
T-57 $\frac{18}{30}$ 71	2193																													
T-57 $\frac{18}{30}$ 84	2208																													
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms. 40 to 50 Ms. More than 50 Ms.	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	......	......	......	6 3 0	6 3 0

These ratings include the total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown.

CLASS
"C"–Consolidation engine
"T"–Ten-wheelers
"M"–Moguls
"P"–Pacific Type
"E"–Eight-wheelers
"Mk"–Mikado

EXAMPLE—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

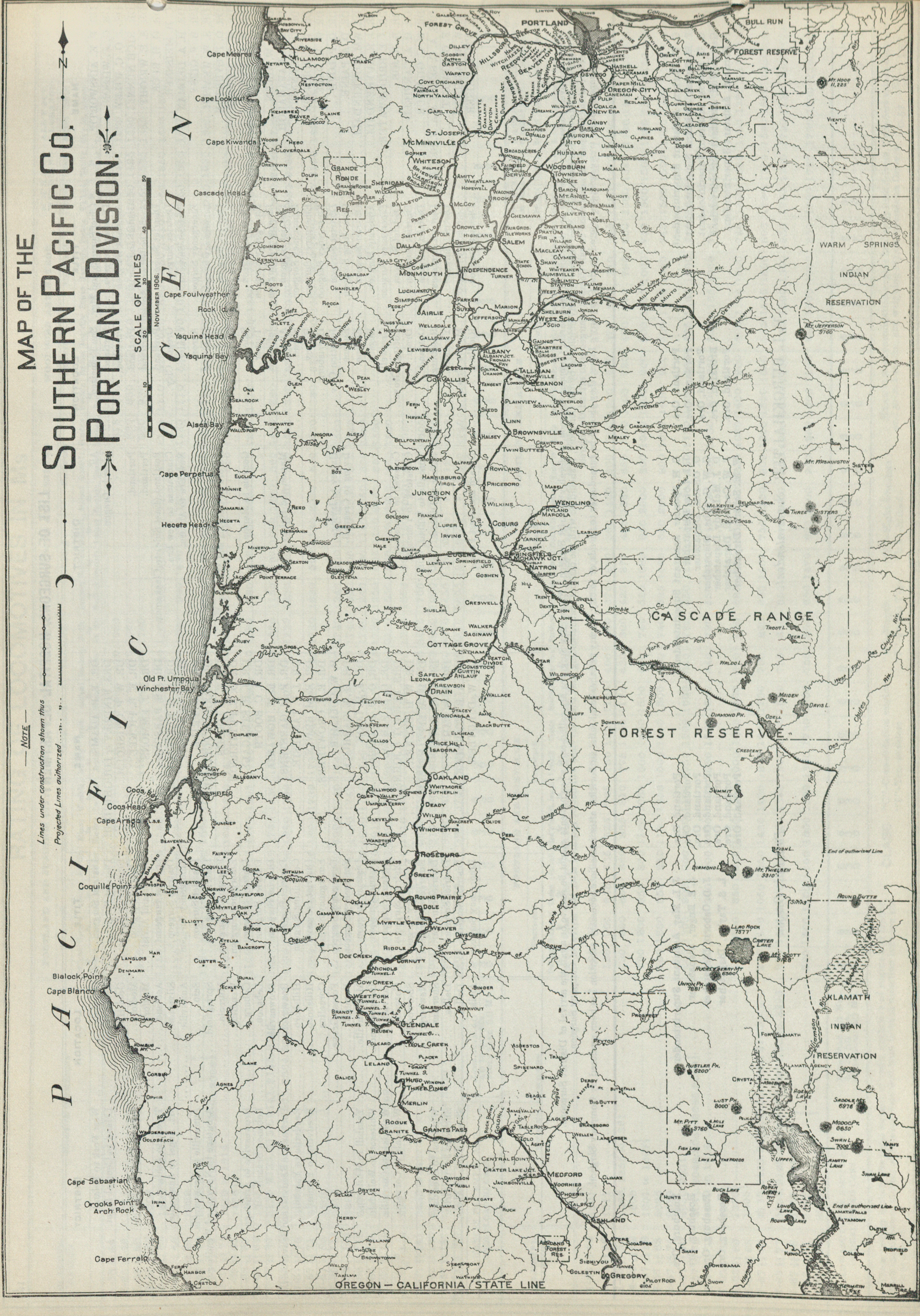
LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
DR. F. K. AINSWORTH	Chief Surgeon and Mgr.	San Francisco	All.
DR. G. F. WILSON	Division Surgeon	Portland	Lines in Oregon.
DR. J. O. C. WILEY	Assistant Surgeon	Portland	
DR. RICH NUNN	Oculist and Aurist	Portland	Portland.
DR. S. E. WRIGHT	Asso. Oculist and Aurist	Portland	Portland.
DR. G. H. BUCK	District Surgeon	Portland	Portland (East Side) to Clackamas.
C. H. MEISSNER	District Surgeon	Oregon City	Clackamas to New Era.
DR. H. A. DEDMAN	District Surgeon	Canby	New Era to Aurora.
DR. B. F. GIESY	Emergency Surgeon	Aurora	
DR. S. W. WEAVER	Emergency Surgeon	Hubbard	
DR. O. P. OVERTON	District Surgeon	Woodburn	Aurora to Gervais and Mt. Angel.
DR. W. W. KETTLE	Emergency Surgeon	Gervais	
DR. W. H. BYRD	District Surgeon	Salem	Gervais to Marion.
G. A. MASSEY	Emergency Surgeon	Turner	
DR. W. W. ALLEN	Emergency Surgeon	Jefferson	
DR. H. J. KAVANAUGH	District Surgeon	Albany	Marion and Halsey.
DR. C. E. KENNEDY	Emergency Surgeon	Shedd	
DR. T. K. JOHNSON	Emergency Surgeon	Halsey	
DR. W. H. DALE	Emergency Surgeon	Harrisburg	
DR. D. P. LOVE	District Surgeon	Junction City	Halsey to Irving.
DR. D. A. PAINE	Consulting Surgeon	Eugene	Irving to Creswell.
DR. WM. KUYKENDALL	District Surgeon	Eugene	
DR. J. E. KUYKENDALL	Assistant Surgeon	Eugene	
DR. J. E. BRIDGEWATER	Emergency Surgeon	Creswell	
DR. B. R. JOB	District Surgeon	Cottage Grove	Creswell to Comstock.
DR. H. A. CANFIELD	District Surgeon	Drain	Comstock to Yoncalla.
DR. W. C. GILMOUR	District Surgeon	Oakland	Yoncalla to Wilbur.
DRS. A. C. SEELY & A. F. SETHER.	District Surgeons	Roseburg	Wilbur to Dillard.
DR. F. G. HEWETT	District Surgeon	Yoncalla	
DR. W. W. ASHLEY	Emergency Surgeon	Myrtle Creek	
DR. WM. F. KAISER	District Surgeon	Riddle	Dillard and West Fork.
DR. F. P. ADAMS	District Surgeon	Glendale	West Fork to Leland.
DRS. FINDLEY & LOUGHRIDGE	District Surgeons	Grants Pass	Leland to Central Point.
DR. W. P. CHISHOLM	Emergency Surgeon	Gold Hill	
DR. E. B. PICKEL	District Surgeon	Medford	Central Point to Talent.
DR. J. J. EMMONS	Oculist and Aurist	Medford	
DR. J. S. PARSONS	District Surgeon	Ashland	Talent to Ashland.
DR. R. E. KLEINSORGE	District Surgeon	Silverton	Mt. Angel to Aumsville.
DR. A. BURSELL	Emergency Surgeon	Aumsville	
DR. A. G. PRILL	District Surgeon	Scio	Aumsville to Brownsville.
DRS. BARR & POLLARD	District Surgeons	Springfield	Armitage to Natron and Wendling.
DR. E. A. LOOMIS	Emergency Surgeon	Marcola	
DR. O. E. PETTERSON	Emergency Surgeon	Wendling	
DR. J. R. STEAGALL	District Surgeon	Coburg	Brownsville to Armitage.
DR. J. C. BOOTH	District Surgeon	Lebanon	Lebanon Branch.
DR. E. W. HOWARD	District Surgeon	Brownsville	
DR. P. M. CARSTENS	District Surgeon	Beaverton	Portland to Reedville and Beaverton Bh.
DR. J. P. TAMIESIE	Consulting Surgeon	Hillsboro	Reedville to Yamhill.
DR. R. M. ERWIN	District Surgeon	Hillsboro	Reedville to Yamhill.
DR. E. J. CROWTHERS	Emergency Surgeon	Cornelius	
H. W. VOLLMER	Emergency Surgeon	Forest Grove	
DR. H. E. CARRUTH	Emergency Surgeon	Yamhill	
DR. J. H. COOK	District Surgeon	McMinnville	Yamhill to Whiteson.
DR. O. D. BUTLER	District Surgeon	Independence	Whiteson to Wellsdale.
DR. G. R. FARRA	District Surgeon	Corvallis	Wellsdale to Corvallis.
DRS. PERNOT & JOHNSON	District Surgeons	Corvallis	Wellsdale to Corvallis.
DR. W. H. BECKER	Emergency Surgeon	Sherwood	
DR. H. A. LITTLEFIELD	Emergency Surgeon	Newberg	
DR. W. T. SMITH	District Surgeon	Sheridan	Whiteson to Sheridan.
DR. W. S. CARY	District Surgeon	Dallas	Sheridan Jct to Airlie.
DR. A. B. STARBUCK	District Surgeon	Dallas	Sheridan Jct. to Airlie.
DR. W. D. BUTLER	Emergency Surgeon	Airlie	

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.
When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon.
Any officer of the Company is authorized to call Company Surgeons to attend the injured.
When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

C. W. Martyn, Assistant Superintendent	**Portland, Ore.**
F. M. Siefer, Assistant Superintendent	**Portland, Ore.**
G. C. Morris, Assistant Superintendent	**Portland, Ore.**
George Wild, Assistant Superintendent	**Brooklyn, Ore.**
F. Hanssen, Assistant Superintendent	**Portland, Ore.**
C. H. Spencer, Assistant Superintendent	**Portland, Ore.**
J. I. Love, Dispatcher	**Portland, Ore.**
O. Olsson, Dispatcher	**Portland, Ore.**
C. W. Grubbs, Dispatcher	**Portland, Ore.**
D. J. McLardy, Dispatcher	**Portland, Ore.**
F. W. Cantrell, Dispatcher	**Portland, Ore.**
W. M. Scherr, Dispatcher	**Portland, Ore.**
J. L. May, Assistant Superintendent	**Roseburg, Ore.**
J. E. Enger, Dispatcher	**Roseburg, Ore.**
J. D. Osborn, Dispatcher	**Roseburg, Ore.**
L. S. Taylor, Dispatcher	**Roseburg, Ore.**

F. L. BURCKHALTER, *Superintendent,* - - - - - - *Portland, Oregon*



MAP OF THE SOUTHERN PACIFIC CO. PORTLAND DIVISION.

SCALE OF MILES

NOVEMBER 1906.

— NOTE —

Lines under construction shown thus

Projected Lines authorized

0 10 20 30 40 50
PACIFIC OCEAN
N
PORTLAND
Columbia Riv.
FOREST GROVE
HILLSBORO
BEAVERTON
OREGON CITY
BULL RUN
FOREST RESERVE
MT. HOOD 11,225
McMINNVILLE
WOODBURN
SALEM
GRANDE RONDE INDIAN RES.
DALLAS
MONMOUTH
INDEPENDENCE
ALBANY
CORVALLIS
LEBANON
WARM SPRINGS INDIAN RESERVATION
MT. JEFFERSON 5760
BROWNSVILLE
HARRISBURG
JUNCTION CITY
EUGENE
SPRINGFIELD
WENDLING
NATRON
MT. WASHINGTON
THREE SISTERS
CASCADE RANGE
COTTAGE GROVE
DRAIN
OAKLAND
ROSEBURG
MYRTLE CREEK
GLENDALE
GRANTS PASS
MEDFORD
ASHLAND
GREGORY
FOREST RESERVE
MT. THIELSEN 9310'
CRATER LAKE
MT. SCOTT
KLAMATH INDIAN RESERVATION
UPPER KLAMATH LAKE
End of authorized Line
Cape Meares
Cape Lookout
Cape Kiwanda
Cascade Head
Cape Foulweather
Yaquina Head
Yaquina Bay
Alsea Bay
Cape Perpetua
Heceta Head
Winchester Bay
Coos Bay
Cape Arago
Coquille Point
Cape Blanco
Cape Sebastian
Cape Ferrelo
OREGON — CALIFORNIA STATE LINE